

THE WAR IN PICTURES

JAN 26th 1918

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Leslie's

Illustrated Weekly Newspaper

Notice to Reader

When you finish reading this magazine place a one-cent stamp alongside of this notice, hand same to any postal employee and it will be placed in the hands of our soldiers or sailors at the front.

A. W. D. BARNES



JAMES MONTGOMERY FLACE

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ALLIES



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Heavy food and little exercise—winter diet and winter habits—pave the way to dull days, dull headaches, dizziness and discomfort which may develop serious diseases—all caused by constipation.

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Bayonne

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New Jersey

*Regular as
Clockwork*



Nujol *for constipation*

Getting Up the Supplies

Sketches of the Camion Service and Road Builders by
C. LE ROY BALDRIDGE with the French Army

Learning to use and distribution of mail
at a non-com School for the
American Army
Transport
Service



Camion or auto truck station
in a French town. The village
church in the background.

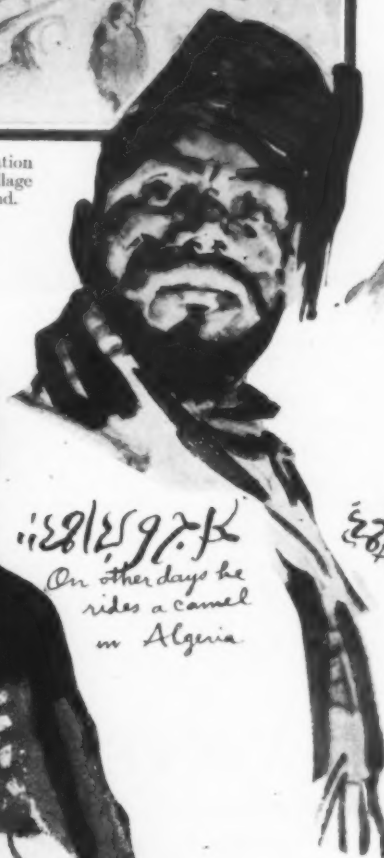


C. Mallet

Captain Mallet, re-
spected as an officer,
admired as a leader
and revered as a
friend by hundreds
of Americans who
did their bit in the
American Field
Service. Captain
Mallet is
now in
charge of
Transport
Service on
the West-
ern Front.



الشيخ
Between drives he
works on the railroad



الشيخ
On other days he
rides a camel
in Algeria

الشيخ
An Arabian Knight



الشيخ
who is
giving
civilization
a lift in
Northern
France



الشيخ
C. Le Roy Baldrige
France

M-LEONE
BRACKER
-1917-

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*Y O' face is shore familiar—
Like a man I usler know—
I declar' now, Mr. Snow Man,
Ain't we met somewhar' befo'?
Glad you'll join me in a pipeful;—
Don't it do a fellow good
Just to smell this here tobacco
That's been agein' in the wood?
An' to smoke it—bless yo' buttons!
Starts a mellow kind of glow
That makes good friends of strangers
An' can warm a heart of snow.*

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LESLIE'S

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CONKLIN MANN, Managing Editor

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CXXVI SATURDAY, JANUARY 26, 1918 No. 3255

The Square Deal

By GOVERNOR EDGE of New Jersey

THE attitude of a State government toward business corporations should be fair, sound, dispassionate, free alike from the sinister influences of organized capital corrupted and the destructive prejudices of that school which misjudges all corporation business by the abuses of some. We should consider that corporations, large and small, are feeling the pinch of the high cost of living, of materials and of labor in the same degree as individual business men. We must keep our minds open, and be as ready to assist the corporation business, especially under State regulation, in the solution of financial economies and other emergency problems as we are the small business or the consumer or patron not under State or Federal control. Perhaps such an attitude will require courage since it flies in the face of popular prejudice. But there is not a single interest in a community which may be unjustly penalized without the injury spreading to other interests. Popular prejudice is a contagious disease. One function of sound government is to equalize the poison by adopting the square deal policy.

Mark These Men

SOME unreconcilable and impracticable Congressmen are said to be disposed to haggle over legislation to provide what President Wilson defined as "just and reasonable compensation for the possession, use and control" of the nation's transportation lines. The President's action being a war measure, pure and simple, the amount of compensation suggested—the three-year average prior to June 30, 1917—should not be the subject of quibbling.

The President has followed the British example, in which in the early part of the war the Government took over the control of the railroads, guaranteeing a yearly revenue equal to the net earnings of the year preceding the war. Although experiencing an annual loss of \$30,000,000 under this arrangement, the British Government has been satisfied with the result as a war measure. With billions being spent for war purposes \$30,000,000 seems almost a negligible loss.

Temporary control of the railroads was urgent as a war measure. Let us not haggle over its cost, or hesitate to cut red tape. The action of Mr. McAdoo, in assuming the post of Director General, shows that he appreciates the fact that the railroads are to be used by the Government as a very necessary means of winning the war. One of his first orders was to utilize the Pennsylvania tunnels and terminals in New York City for coal service, thus aiding to relieve the coal famine in New England and in our largest city.

The suffering of the people from lack of coal in the bitterest winter weather ever experienced leads to the sort of popular unrest that gives comfort to the enemy. Germany knows about the fuel and food shortages in the United States, due principally to transportation troubles for which Congress is largely responsible, and is heartened

by them. The Government has assumed temporary control over the railroads to win the war. The Congressman who seeks to block the fulfillment of the Government's plan puts himself in the unenviable class of those who would hinder the nation in war preparations. He invites and richly deserves defeat when seeking re-election next fall.

The Railroad Crisis

THE railroads are as essential to the development of the country as the arteries are to the life of the body. In settling their problem, patriotic railroad men should be heard. It is a mistake to say the railroads have broken down. As Chairman Harrison of the Railroad War Board points out, they have handled in recent months fifty per cent. more business than in 1915, without material enlargement of plant.

The railroads lack the capacity to handle the tremendously increased traffic in certain territories, largely as the result of the Government's attitude toward them during the past two decades. The Interstate Commerce Commission has due credit for abolishing rebates, rate wars, preferences and other similar practices. It is at the same time to be condemned for refusing rate increases that would have given the railroads adequate incomes, and so destroying their credit as to have made impossible continuous enlargements of plant and equipment. All these deficiencies are now laid bare under the excessive strain of the war which compelled the Government to take control of our entire railroad system.

American railroads represent the tremendous investment of sixteen billions of dollars. The men who have built up this vast business are better qualified to manage it than the Government. Any permanent change in railroad management would invite disastrous financial results.

Whatever Director McAdoo does should be in closest consultation and co-operation with railroad heads who have already wrought marvels in wartime transportation.

The Plain Truth

FRRIENDS! Following out President Wilson's distinction between the German people and their rulers, American citizens of German birth or descent have organized to spread the principles of democracy in Germany. After the failure of the German revolution of 1848-49 to attain democracy, there came the first great German immigration to America. Those who came then and since found in America the political freedom that Germany failed to give them, and the opportunity to make a better living here than was possible in the Fatherland. They and their descendants have proven to be among the very best citizens of this country. Organized under the name "Friends of German Democracy," with national headquarters at 32 Union Square, New York City, a call has been issued to all Americans of German birth or descent to assert themselves on the side of democracy in this conflict, and to bring home to the people of Germany their opportunity to rise against the Kaiser and the Junkers and establish a democratic government in Germany with which America and her allies would willingly make peace. The members of the Executive Committee are: Franz Sigel, President; F. L. Hoffman, Vice-President; Dr. S. Adolphus Knopf, Herbert Welsh, William Sleicher, and Frank Bohn, Secretary.

ZONES! If a business house today, with a daily correspondence reaching every part of the United States and its dependencies, were compelled to sort its letters into eight different groups or zones and place a different stamp on the letters for each zone, it would require a special force to attend to outgoing mail, besides adding enormously to the postage bill. Worse than this is in store for all periodicals if the zone rates on second-class matter should go into effect. Newspapers and weekly and monthly publications, with mailing lists running from a hundred thousand to a million, would have to weigh the amount of advertising in each issue, have this verified by the postmaster, have the mailing lists divided into zones, and pay an increased rate of from 50 to 900 per cent. according to distance. Both the publishers and the Post Office Department would require enormous staffs to take care of this work, some postmasters, indeed, having estimated that the additional expense thus entailed upon the Department would eat up all the increased revenue. The idea in the minds of those who

pushed the zone system through was to have the advertisers pay the increase. This cannot be done, but the added cost of publication will have to be paid by the readers, and those living in remote districts from the great Eastern publishing centers will be the ones penalized. The measure would not have gone through except as a part of the War Revenue Bill in the crowded closing days of Congress. As soon as the public understands its real effect, members of Congress will be flooded with letters demanding that the zone system of postal rates be repealed. We ask our readers to join in the effort to right a great wrong.

INCREDIBLE! That vigorous Democratic supporter of President Wilson, the New York World, denounces the War Tax Law passed at the special session as a piece of "bad work." It says that "a law that cannot be understood is fundamentally wrong. There is no reason why a tax of any kind should be a matter of guesswork. Nobody is resisting war taxes, but they ought to be plainly as well as fairly written in the fewest and simplest words." Our contemporary calls attention to the bill introduced by Senator Smoot of Utah and speaks of it as "a carefully prepared bill to amend and simplify the income and excess profits tax sections of the War Revenue Act." This is exactly what the Smoot Bill is. The able and experienced Senator from Utah, whose sterling common sense has won the admiration of all who have watched his record, realizes that we must not only fight this war now but that we must also make provision to pay for it either now or hereafter, and to that end our industries must be kept busy, our workmen employed and the payrolls maintained. This cannot be done if capital is taxed to death and driven from the field. Capital can live while the worker may starve. So Senator Smoot has introduced a simple measure recasting and simplifying the income and war profits taxes to make them understandable to the average citizen and to remove the injustices and the discriminations which both the New York World and the New York Times concede exist in the present act. The Smoot Bill provides a taxing system that any ordinary business man can understand. Every corporation is taxed upon the same basis, and the revenue, under the Smoot Bill, from the corporation tax, will be increased by \$180,000,000 over that provided by the present law. Considering that the crudities of the existing law are such that the Government has been obliged to appoint a commission to interpret its conditions, it seems incredible that the short and simple bill of Senator Smoot cannot have smooth sailing. That he is a Republican ought not to militate against his measure, for we are constantly assured from Washington that this must be a non-partisan war.

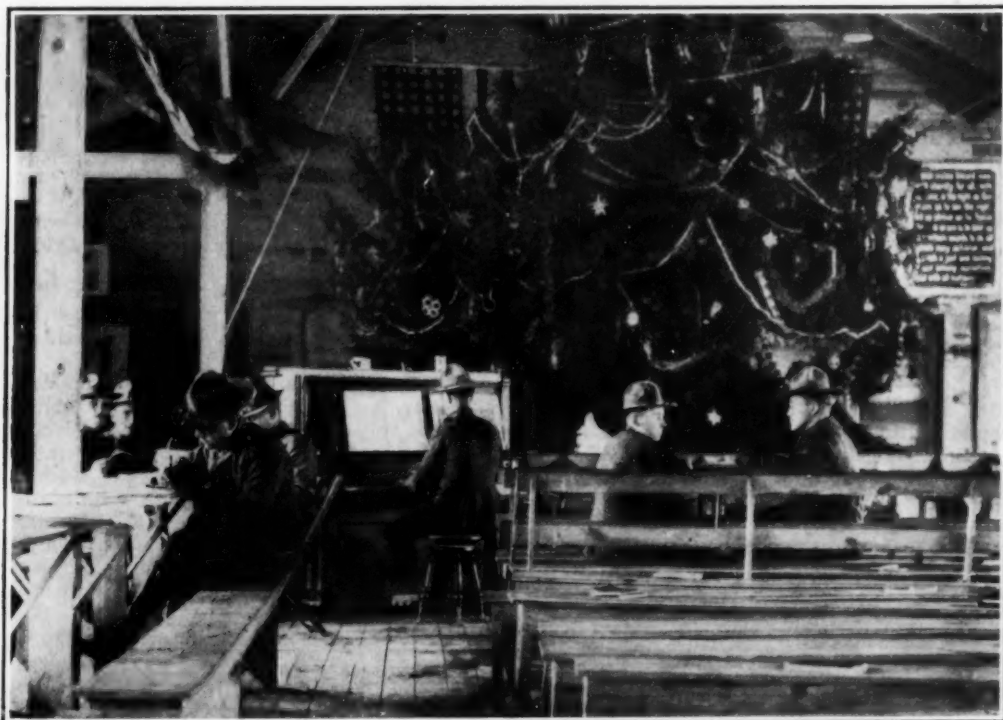
ATENTION! Senator Kenyon of Iowa wisely suggests that if we are to spend \$21,000,000,000 a year it is time to provide for a budget system. It is time, also, to provide, as Mr. Fitzgerald, before he left the House, suggested, the concentration of appropriations in one committee instead of scattering authority among seven, as is the rule. Until 1865 the Ways and Means Committee was, *ex-officio*, the Appropriations Committee. Its responsibilities had piled up during the Civil War, and the chairman of the Ways and Means Committee, Thad Stevens, was boss of the House. Because his health was bad and because he had too much to do, he had the Ways and Means Committee cut in two—Ways and Means and Appropriations. The latter committee had charge of all appropriations until sometime during Speaker Carlisle's term. The latter had appointed Sam Randall of Pennsylvania (whom he had defeated for the Speakership) as chairman of the powerful Appropriations Committee. Randall was a Democrat, but he was strong on economy. He was also strong on protection, and was always able to muster enough votes on the Democratic side to defeat any tariff reduction bill that the majority of the House might favor. Colonel Bill Morrison, then in the House, had a temper of his own. He was a tariff reformer and denounced the Democratic protectionists as "Sam Randall's forty thieves." That was about their number. Randall as chairman of the Appropriations Committee exercised great power in the House, and Speaker Carlisle did not wish to humiliate him by demoting him, but in order to clip his wings it was decided to divide the work of the Appropriations Committee among seven other committees, Army, Navy, Foreign Affairs, etc. These committees were given power to report appropriation bills, and they have had that power ever since. There are twenty-one men on each of these seven great committees which besides the Appropriations Committee can make appropriations. Seven times twenty-one is one hundred and forty-seven. Our readers can guess the rest. What hope of economy in spending twenty-one billion dollars a year? Is there anything that requires the attention of the President, in the interest of the overburdened taxpayers, more than this?

They Didn't Go Home for the Holidays

By EDWIN RALPH ESTEP, Staff War Photographer



The Wages of Sin—In a temperamental moment, he lost his place at the festive Christmas board. Nevertheless, as he served his time in the kitchen, about the only part of the dinner he missed was the board.



In the Y. M. C. A. huts the holidays were given a homey atmosphere with trees, song services and distribution of presents. Music and fellowship maintained through the holiday week in which the regular drilling

was laid aside and the boys had plenty of time to gather and swap Christmas cakes and candies. At some places the women from the adjoining towns brought out spreads and registered hospitality.



The autocrats of the mess halls had an even flying start from the quartermaster and then it was a struggle to see which could make the festal board groan the loudest. It was great fun for them to be off the regular ration grub and to have an unhampered swing at right and left-handed cooking—roast turkey and candied yams and stuffing and creamed peas and mashed turnips and, oh, and everything that should be in a real American Christmas dinner.

THROUGH commanders and adjutants the United States explained to the seven hundred and fifty thousand men in camps and cantonments that if they were given Christmas furloughs by regiments, brigades and divisions they would half-nelson all of the railways. The explanation being over, the National Army took a straw vote and decided to holiday in camp, absence without leave being a risky pastime. Their Christmas was far from joyless. The degree of celebration varied with the location. Those camps that were close to the district whence the men came were crowded with visitors. Others were quiet and gave most attention to the distribution of presents and the cooking of the big Christmas Day feed. Such a one was Camp McClellan, where the accompanying pictures were taken.



The Red Cross did not make much of a fuss with evergreens, holly and poinsettias and was meticulously prudent in hanging up mistletoe, on account of septic microbes, but

it played Santa Claus like a professional. Not a patient was overlooked and the nurses were especially lavish with good cheer. Flowers supplemented the gifts.

Everybody remembered the soldiers. Through the Red Cross, the Y. M. C. A., the Knights of Columbus, and the family folks, the camps were deluged with presents. The motor trucks of the post office department were as busy as ammunition trains before a battle. The delightful part of it was that the givers did not overlook the little things—the gifts were not all practical. Toy puppy dogs and tin automobiles proved that, as a people, we still are blessed with a little imagination and love.

EDITOR'S NOTE—Dr. Woolsey, of New Haven, is one of the foremost authorities on International Law. In this concise and clear article on the peace messages of Mr. Lloyd George and President Wilson he draws attention to the dangers likely to arise from indefinite and rhetorical expressions, and insists that we must have a peace with victory.

Peace Terms; American and British

By DR. THEODORE S. WOOLSEY

THE attitude of the United States in the present war is somewhat peculiar. It has no allies; it is absolutely independent; it is waging war in defense of its own rights and with no ulterior motives; therefore it is entirely proper that it should state to its own people and to its enemies what its objects are. On the other hand there are other belligerents, also at war with our enemy, with whom we avow a common cause, with whom we have arranged a concert of action, to whom we are committed in every way, by loans, by aid given and received, by naval cooperation in fact and by military union in prospect. Their objects in waging war and therefore their terms of peace are not identical with ours. Shall we then continue in war until our aims are attained, even if we have to do so single-handed? Moreover may they expect our help until their aims are reached? It would have been simpler, I do not say better, had there been a formal alliance, so that peace must be made in unison.

But since no such alliance exists, we must rely upon a kind of gentlemen's agreement, a tacit alliance, with at least one object in common, namely victory over our common enemies, a victory so complete that both we and they can achieve our legitimate ends.

These reflections are quite natural when Mr. Lloyd George states the peace terms of the Entente and Mr. Wilson states our own. How much do they differ; how complete is our union; are our ideas of victory identical?

The President is a master of rhetorical expression. Carried away by the allurements of his own words he has often said things, or said them in a way, which carried to the every day hearer a meaning which apparently the President himself did not intend. Simplicity and clearness are desirable when there will inevitably be comparison with the simplicity and clearness of the British Premier's utterance.

One might wish even that Mr. George had been permitted to be the common spokesman.

Take for example his peace demand as to Belgium. He requires "the complete restoration, political, territorial and economic, of independence of Belgium and such reparation as can be made for the devastation of its towns and provinces." Mr. Wilson, meaning presumably the same thing, says: "Belgium must be evacuated and restored, without any attempt to limit the sovereignty which she enjoys, etc.," with no word to indicate reparation or indemnity. Does he demand compensation for the spoilation of Belgium or not?

This vagueness is seen in several of Mr. Wilson's fourteen Articles of Peace. Thus he includes freedom of the seas in his program as follows: "Absolute freedom of navigation upon the seas, outside territorial waters, alike in peace and in war, except as the seas may be closed in whole or in part, by international action for the enforcement of international covenants."

Does this mean that we demand that blockade



This cartoon of French origin, appeared in LESLIE'S for April 15, 1871, entitled "How France Signed the Treaty of Peace." Today the Alsace-Lorraine question is again one of the most vital issues of the war.

and search and prevention of trade in contraband are to be abolished? If so it is a slap in the British face; it is a revolutionary change in International Law. Yet if the language does not mean this, what does it mean?

Article 3 has another puzzle for the student: "The removal, so far as possible, of all economic barriers and the establishment of an equality of trade conditions among all the nations consenting to the peace and associating themselves together for its maintenance." Does this mean free trade, the abolition of tariffs, at least as between the parties to any League of States in the interest of peace after this war closes? If so our President replaces Congress in tariff making in a way quite free from Constitutional restraints. But if it simply means the policy of the open door, why be so cryptic?

The disarmament article is likewise indefinite: "Absolute guarantees given and taken that national armaments will reduce to the lowest point consistent with domestic safety," while Mr. George puts his finger on the vital point when he speaks of "the increasing evil of compulsory military service."

many has overrun; racial lines in Italy and her irredenta to be followed; the Turks to be left in control of Constantinople, the straits internationalized, the outlying parts of the Ottoman Empire made safe and self governing.

As to the captured colonies, both of the program makers declare that the inhabitants should determine their future relations, and Mr. George presents a reasoned argument that these native peoples are capable of this.

A league of states for future peace is on both programs, and the general ideal to be aimed at is stated with fair agreement. Mr. Wilson words this finely, "the principle of justice to all peoples and nationalities, and their right to live on equal terms of liberty and safety with one another, whether they be strong or weak."

These two statements of war objects have been compared thus briefly, as if they were state documents guiding, or at least intended to guide, two sets of warring powers to a common end.

But they are not. They are the rhetorical expressions of aspiration, depending for realization upon success in war and upon the uncertain union of a lot of diplomats. Hence it follows that their other aspect is more important. They are appeals to stir and to unify their own peoples; they are a notice to their enemies, of resolute intention; they aim at heartening the discouraged countries. They are to a treaty of peace as a stump speech is to an article of our Constitution, varying with the needs of the situation. A year ago Mr. George would have placed the Turkish Straits in Russian hands, now they are to remain to the Porte. Our real vital object, besides immediate defense, is to bring about such disarmament as will release us from the future need of universal military service. To secure such a peace nothing really counts but victory.



Democratic Russia has become demoralized Russia. The chaos which exists in that country gives to the

Allies additional barriers to overcome until the nation finds itself and a victorious peace can be won.

The Horse in War

By RICHARD C. CRAVEN

LLOYD GEORGE recently declared that the British have two million horses engaged in this war. It is estimated that on the western front alone the number of horses and mules in service is close upon five millions, and as the American Army in France grows so will the numbers of animals. A high military officer has stated that apart from man the horse is the most important factor in the war, while another authority has declared "If we had a hundred guns for every German gun, and a hundred shells for every German shell, and our supply of horses gave out the Allies could not win the war."

In spite of the great advance of motor transportation the horse has not been ousted from his position as chief transport and baggage agent in war. Motors are usable only where there are roads to travel. There are no roads on a battlefield. Motors cannot cross fields ploughed with shells and soaked with rain. They cannot carry even themselves across ravines and swamps, over hills and through thickets. In the range of shell-fire a motor is most vulnerable. A stray shot comes along and blows off one wheel; the machine is useless. But if a shot kills one or two horses of a gun team, the dead are cut away and the gun is hauled with animals left unhurt. It is even possible to secure more horses and hitch them in a few minutes; a crippled

motor may take weeks to repair.

Hence there is a point where motor transportation ceases, a point beyond which only the faithful horse and mule may operate. That point usually may be found about six miles back of the front line trenches. Across those six miles of danger land every gun must be hauled by horses; every shell, every cartridge, every ounce of food must be carried by horse or mule. War has restored to the horse his old work as a pack animal, not only in the Italian Alps but on every fighting front in Europe.

The service of the horse in this war is beyond computation; his value, worth and usefulness would only be fully realized if by any chance the supplies of horses in America should fail. Our own army will require an enormous number of animals. If America



The motor trucks and the men must do what they can. The task of the horse is to do what they can't. Over shell-furrowed fields, through lakes of mud, the horse must go, straining on passed the "dead-center" of mechanical inertia, until he drops—that is what Uncle Sam asks of the war-horse.

organizations are backing their governments in the care of animals just as the Red Cross helps in the care of the soldiers. In each warring country these organizations have rendered invaluable service. "Only when the full history of this war comes to be written will the world realize what magnificent service has been rendered to the British forces in France by the Royal Society for the Prevention of Cruelty to Animals," said a high British officer on a visit to our War Department at Washington.

America, too, must have a helper in the care of army animals just as Britain and France, not to duplicate the work of the government, but to supplement and fill in the gaps. For this purpose the American Red Star Animal Relief was founded by Dr. William O. Stillman, of Albany, N. Y., president of the American Humane Association, at the suggestion of Secretary of War Baker. The Red Star has placed its services at the disposal of the War Department and at the present time is accumulating supplies so that no situation may ever find the American



The war that has robbed war of its great romance has left little indeed for the war-horse. Instead of a gay pavilion over his head, and all the trappings of chivalry that the commander's mount once knew he is stabled in the open field, sheltered, if sheltered at all, behind some ruined wall, an all too ready mark for the enemy guns.



A few moments before this photograph was taken a shell burst so near the spot that the horse was thrown into the ditch. He is not injured and as soon as he can get upon his feet he must go on with his load.



Perhaps the horses in this procession once roamed the Western plains, perhaps they have been commandeered from a peasant's stable, perhaps they were bred in a quiet English village. Now they must learn the rigor of army life, serve and suffer, like the men who march beside them.

should send to Europe an army of five million men she will have to transport to France and maintain there a force of 1,250,000 horses and mules—one animal for every four men.

Once within the zone of war the horse assumes a value he never previously possessed. He is precious. The army knows what a few hundred more or less mean in a tight place, what a few thousand cavalry may mean in a pursuit or a rout. And the horse is cared for at his value. Britain, France, Germany, Italy, Austria—all have highly equipped veterinary staffs engaged in the care of animals. And not only these, but auxiliary

forces without the means to afford relief. The Red Star motto is "Help the Horse to Help U. S."

When the bulk of the American Army goes to France during the present year the American Red Star Animal Relief should be prepared to go with it, with necessary supplies of every description, so it may do the same splendid work for American Army horses that is being done by similar organizations for the British, French and Italian armies. To accomplish this liberal donations are required at once. A sum of \$250,000 should be raised to meet present needs; at least two million dollars will be required to do the work. Particulars may be secured by addressing the American Red Star Animal Relief, Albany, N. Y.

OUT of the clouds of ignorance, waste and red tape revealed in the Governmental departments when the Senate Committee on Military Affairs investigated the nation's war preparations, there shines one bright light of efficiency—that is the testimony of Rear-Admiral Samuel McGowan, Paymaster-General of the Navy. The reason why the U. S. Navy was clothed in all-wool uniforms while our soldiers shivered in "shoddy" is because a young stenographer in a lawyer's office in Charleston, S. C., back in 1894, conceived the idea that the Government would find itself flat on its back if he were not appointed private secretary to the then Secretary of the Navy Herbert.

It was Samuel McGowan, Paymaster-General of the Navy, who was responsible for saving the navy from the collapse that occurred in the Quartermaster's branch of the War Department when America went to war against the Kaiser. The reason he was able to do it was because he began to prepare for war the moment he became Paymaster-General of the Navy, which was at 8:30 on the morning of July 1, 1914.

The European war had not begun nor was there even a prophetic smell of smoke. McGowan, becoming Paymaster-General, the chief purchasing and disbursing officer of the Navy Department, merely had a notion that a navy was designed to protect a nation in time of war, and that it should always be on a war basis. The idea was somewhat novel in those days of pacifism, but it has since proved equal in worth to a million untrained men in uniform.

It was McGowan who, back in 1894, conceived the idea that he ought to be private secretary to the Secretary of the Navy, H. A. Herbert. "One of his friends presented the name of young McGowan to Mr. Herbert. The friend told Mr. Herbert that McGowan was twenty-three years old; that he had graduated from the University of South Carolina with the degree of B.A. He could also write L.L.B. behind his name. "Sorry I had to appoint someone else," said Herbert, "but it is necessary that my secretary should be a stenographer."

When this message was conveyed to young McGowan, he cried out for air. "Didn't you tell him I am the best stenographer in South Carolina?" he asked. "No," said his friend, "I thought the college degrees would make a better impression." McGowan quit his job in the lawyer's office and took the next train for Washington. This time he would present his own case.

James M. Baker, another friend of McGowan, was Secretary of the United States Senate. McGowan found him and stated the case. "Come with me," said Baker. They found Secretary Herbert at a dinner. He left the dinner and Baker introduced the young man from South Carolina. "He's the best stenographer you ever met," said Baker, "and yet you rejected him as private secretary. Why don't you put him into the Paymaster's Corps." Herbert said he would, if McGowan could pass the examination. He did.

McGowan quickly developed into one of the ablest paymasters in the navy. The ships on which he served were models of business efficiency. He knew how to order supplies. He came to realize certain weaknesses in the purchasing and supply system. He was on the battleship *Wyoming*, under Admiral Badger, when Secretary of the Navy Daniels informed him of his appointment as Paymaster-General of the Navy.

The Bureau of Supplies and Accounts, of which Paymaster-General McGowan is the head, has been purchasing supplies at the rate of \$1,000,000 a day since the war began. It will spend approximately half a billion dollars in 1918. The job of Admiral McGowan—he has the permanent rank of Rear-Admiral—is to supply the ships of the navy and the land stations with everything they need from tacks to cannon balls, from tea to tapioca pudding.

Before the United States went to war against Germany, there were 62,000 men in the navy. Today there are 300,000, nearly five times as many as before. The expansion in the navy, unlike that in the army, was made without wrenching or jar.

It is true that whereas the navy multiplied its forces by five, the army multiplied its forces by ten, but if the navy had had the greater expansion it would have been accomplished without trouble, because McGowan was prepared, because his business system was established with a view to expansion for war.

Testimony given by Quartermaster-General Sharpe, who has since given away to General Goethals in the War Department, recently disclosed to the Senate Com-

Men Who Are Winning the War

Rear-Admiral Samuel McGowan, Paymaster-General of the Navy,
Who Turned the Bureau of Supplies and Accounts
Into a Great Business Machine

By THOMAS F. LOGAN



The men who know say that this is a remarkable picture of Rear-Admiral Samuel McGowan because it shows him sitting down during business hours. The only time the only chair in the Paymaster-General's office is used is when the Admiral is signing letters. And they will tell you in the Navy that he isn't on his feet, he's on his toes.

mittee on Military Affairs the extent of the failure of that department. The boys in the cantonments in thousands of instances were without blankets. Some were without tents. The Ordnance Bureau of the War Department admitted that thousands of soldiers were without guns. The War Department refused to accept the Lewis gun, made by an American inventor, although its worth had been clearly demonstrated by the European war. The handling of transports was not characterized by any evidence of skill or efficiency.

At the beginning, even the critics of Secretary Baker, of the War Department, admitted his cleverness and were attentive to the boasts of his friends that he would make his department efficient. The critics of Secretary Daniels, however, constantly predicted that in any crisis he would fail. Daniels has now risen to giant size beside Baker. Whereas Baker gathered weak men around him, Daniels gathered strong men to his aid.

The expansion of the army almost split the sides of the War Department. The expansion of the navy was carried out as smoothly as a ship slips from the ways. McGowan, having the complete confidence of Secretary Daniels, was given a free hand. As American boys enlisted in the navy, they found blankets, uniforms, and everything else they needed waiting for them. Intra-Bureau Order No. 201, issued by McGowan on July 26, 1917, shows the way the guiding principle of the Bureau of Supplies and Accounts operates in a specific case:

Requisitions, requests, and recommendations from Vice-Admiral Sims, senior naval officer in command in Europe, are to be acted on the same day they are received, and, unless there be some insurmountable obstacle, in exact agreement with his wishes; that is to say: when I properly have any discretion in the premises, it is to be understood that discretion has already been exercised when Admiral Sims' wishes become known. Advice of action taken will be immediately cabled to Admiral Sims in every case. I am aware that, almost without exception, the foregoing rule has been in effect ever since Admiral Sims went abroad; but the necessity for instant action and unconditional support of everything that he does or wants to do is so obviously important that this order is issued to the end that immediate and favorable action may hereafter be invariable.

Some time before America entered the war, Admiral McGowan had formed a "Committee on Logistics" in the Navy Department. Or rather Secretary Daniels formed it, with other bureau chiefs acting on the committee with Admiral McGowan. Logistics is the science of having things "where you need them when you want them." The committee obtained definite information upon all sources of supply for cloth, clothing, shoes, food and everything needed by the navy.

When the Quartermaster's branch of the War Department found itself unequal to its task, a civilian committee of business men, appointed by the Council of National Defense, took over its principal functions. The committee went after the sources of supply and made arrangements for purchases. The Quartermaster-General signed the contracts. The Bureau of Supplies

and Accounts needed no such aid. Every officer and clerk in McGowan's department knows the motto which he has put into effect. This is it: "It can't be done, but here it is!" Underlying that motto is a bit of good business psychology. Every business man has encountered the subordinate who submits to hopelessness before a difficult task. McGowan doesn't like to hear anyone say that a thing which ought to be done, or must be done, can't be done. His motto puts his whole force on their mettle. "It can't be done, but here it is!"

The first thought of nearly everybody in Washington, when the war began, was that competitive bidding would have to go by the board. McGowan didn't let it go by the board in his bureau. He sent out an order to all commanders-in-chief, commandants of navy yards, and stations and naval districts and commanding officers ashore and afloat, telling them how to avoid the delays of competition and yet maintain competition. In urgent cases, they could make their purchases by telephone. While the first firm is working on its quotations and the time of delivery, the order said, "it is very easy to call up two or three others—setting the time for decision, say, at one hour from the time the original telephone call is made and notifying each of the firms queried that competition is being obtained not only as to price, but with respect to time of delivery. The result under such circumstances is that each of such firms figures as closely as possible and also cuts down the time limit to the lowest minimum—which is not very apt to be the case if such firm has reason to think there is no competition."

Another of Admiral McGowan's orders proved profitable, not only to the officials of his own department, but to business men having matters requiring attention at the department. If adopted generally, it would save time throughout the industrial world. It is worth giving in full:

1. To read the average official letter, look up the subject matter and prepare a proper answer will occupy less than one-fourth of the time required to talk over the same matter during a personal interview—with, in the latter case, no record thereof except two varying and more or less unreliable exparte memories.
2. A business caller (official, quasi-official or unofficial) usually arrives full of his side of the question and is apt to catch the other person comparatively unprepared, whereas it is the visitor's convenience and not the other's that fixes the time (and, unfortunately, in many cases the duration) of the interview.
3. Nearly everybody is given to saying things on which considerably more thought would be expended before the same would ordinarily be put down "in black and white"; and yet the record of every transaction in the Bureau of Supplies and Accounts is and from the very nature of things ought to be committed to writing before it is through with.
4. While, therefore, every reasonable consideration will continue to be shown representatives of firms having business with the navy, it will be courteously pointed out whenever appropriate (and this after politely listening to a brief outline of the matter in question) that authentic official action can almost always be expedited and at the same time be made a matter of permanent record by writing a letter instead of coming in person; but this is not intended to apply to the hour for the opening of bids, at which time the business public is invited and welcome to be present and to personally witness and watch all that goes on.

In one office of the bureau where there were eighty clerks before the war began, there are now three hundred. Everything that was done before is being done now, only on a larger scale. That was the keynote of the successful expansion. There were trained men in charge of every branch of buying. It was merely necessary for each to enlarge his force and quicken the spirit of the organization when the war began.

Admiral McGowan makes every effort to conserve the time of his subordinates, as shown by his general order asking business men to use letters instead of visits, whenever possible. He also knows how to conserve his own time. There are three big offices leading to the office of the Paymaster-General's office. There are no doors separating any of them. You walk right through them and find the Paymaster-General standing up in his own office. The only furniture in the room is a flat-top desk and the chair that goes with it. There is no chair for any visitor. And the only time Admiral McGowan sits in his own chair is when he signs papers. He transacts all other business on his feet. He has his lunch—a bottle of milk and a sandwich—brought in from the outside.

Smooth-shaven, broad-shouldered, muscular and of good height, the Paymaster-General combines in his appearance the aggressive business man and the Admiral of the Navy. He has a jaw that spells determination. His looks are a vindication of his motto: "It can't be done, but here it is."

And it is because he is that kind of a man that the Bureau of Supplies and Accounts met the demands of the war.

Italy's Loss Through Enemy Eyes

Photographs from inside the German lines from
DR. FRITS HOLM, Staff Correspondent in Denmark



So few real messages from behind the fighting lines of the beleaguered Central Powers, except those that pass the war lords' censorship, reach the outside world, that these views, fresh from the scene of the latest Teuton triumph, come with especial interest to Americans. Here are Austro-German munition and supply trains entering Cividale in the wake of the troops, pictured by the victor himself. The photograph is a grim record of the enemy's temporary success. The other side of the picture, the bitter story of defeat, comes from an Italian soldier who fled before this very column. "At the

bridge entrance into Cividale whole acres of ground became covered with frantic men," he writes. "Airmen bombarded us despite the efforts of the Italian scouts. Swooping low, they fired a leaden hail from their machine guns. Fallen men died in the mud like flies in a pigsty. In Cividale there were new scenes of horror, women running to and fro, terrified children crying, houses full of wounded, streets crowded with soldiers struggling over pieces of bread, officers giving commands no one heeded, and all the while a steady movement toward the Udine, six miles away."



Socialist propaganda, German intrigue and espionage, backed by a better fighting machine crumpled the Italian line and turned its armies into a rout of fleeing deserters, shot down by their own officers, looting their own stores, and all fleeing from the "blond beasts" from the north as they called the Germans, and all fearing something worse

than death by capture. The prisoners shown above are not as unhappy looking as one might expect of men filled with stories of slow death by starvation in an Austrian mine. Many deserted before the drive, some joining the Austrians, and this news, exaggerated by spies in Italian uniform, helped break the morale of loyal troops.

The Men Who Wear the Medals and the Men Who Bear the Scars

Exclusive photographs from
inside the enemy lines by
FRITS HOLM
Leslie's Staff Correspondent
in Denmark

Emperor William and King Ferdinand of Bulgaria are shown here in the first photograph of these two monarchs to reach America in many months. Lightly as the responsibility of Europe's greatest war may rest on these two rulers, it has left an indelible record of tragedy on their countenances. Both are old men—and who, before the Belgian drive, would have thought of that flashing figure at the head of the Death's Head Hussars as old?



These men wear no medals and do not ride in carriages. When "to arms" was sounded they marched out singing, to fight for the Fatherland. Here they are, still in the uniforms of their Emperor, human wrecks. Each man in this remarkable photograph has

lost either a leg or a foot but is able, after the reclamation work of the skillful surgeon, to take his setting-up exercises and rebuild what is left of his body for further service of his Emperor. The men are giving an exhibition for a visiting general.

"Keep the Home-Fires Burning Till the Boys Come Back"

By H. R. BAUKHAGE

THE poet who wrote Britain's greatest war-song, the title of which is serving for the heading of this article, little dreamed that his thrilling words would have the literal and vital significance that they hold today—and hold for America now, of all nations.

These United States are fifty million tons of coal short. If we are to "keep the home-fires burning till the boys get back" it means that every man and woman in this country must help conserve the fuel. This we must do to keep our homes heated, our railways running, our factories at work. If we don't get the fifty million tons, we can't keep an army in the field and we can't win the war.

When America joined the conflict and America's army and navy took their places beside the Allies in the world-struggle for democracy the nation asked the coal operators for an extra 100,000,000 tons of coal for 1918. The mines were speeded up and half this amount was assured the Government. But because of the conditions that a war imposes on the railroads, the congestion of traffic, the shortage of cars and the draft, the maximum that can be counted upon is fifty million tons.

The rest must be saved.

This implies a stupendous problem but by no means an impossible task. If every householder saved one kitchen shovelful and one furnace shovelful each day nearly the whole of the amount would be made up.

No one doubts the solid patriotism of America. No one questions the willingness to sacrifice or the desire to serve. But to make the American people realize the importance of this homely, unseen, thankless effort!—there is a task that requires all that the Fuel Administration has of fortitude and delicacy, to say nothing of punch, push and un pitying publicity.

This much has already been accomplished: the big men of the coal industry have been called upon to give their expert advice. They have given it. Plans for pooling energy, from the kind that swings the pick to the kind that visualizes the problem of the future, have been laid and carried out. Exhaustive study of every method of heating, from the base-burner in the general store to the furnace that drives the liner, has been made and the result put before the people who can use it. But there still remains the work of making the people use the knowledge that is given them—making you and your neighbor read the hints printed in the box on this page and follow them to a T.

And what will happen if you don't? Well, first your neighbor will suffer for your sins and then you'll suffer for them yourself. If the fifty million tons that you could save isn't saved and Uncle Sam finds that the cars are not moving with supplies for his soldiers, he will simply take the poetry out of the song and incorporate "keep the home-fires burning" into a Federal law. This will mean, first, that all manufacturers whose work is not strictly war-work will be shut down. That will be the end of business. Then it will mean that you won't be able to buy coal without the Government's permission, and that means the end of liberty.

These are the first things that will happen—the things that will touch you, for Uncle Sam is going to get that coal, because Pershing and Sims have got to have it if they are going to make this world safe for democracy.

The men directly connected with the coal industry have, in the main, already done their part. Many of them—most of them—have done it nobly. Here is an example of what one large operator did. He had paid \$3.00 a ton for the coal he had. The public utilities in his district were in dire need. They called



upon him. He did not have to answer the call, but if answer he should he was prohibited by law from charging more than \$2.00—the Government price. But because his outlook was bigger than any bank balance and because he was a patriot first, and a financier second, he made the delivery and pocketed the loss like the good American he was.

The miners, in the main, have done their part, too. In some mines they have returned when their shift was over to take up the tools that had been laid down by their drafted comrades. There have been strikes, but less than in many years.

And so it comes down to you, comes down, as every other vital thing in a democracy must, to the will of the people. It is your leaky flue, your clinkered grate, your extra shovelful that is going to keep that ugly red line that mars France, scars Belgium and stretches like a snake from the Holy Land to the Baltic, where it is today. Every hour you spend toasting your shins before a "glowing angle" where you get a romantic ten per cent. glow and the chimney gets 90 per cent. of heat, is going to mean that much longer for the chaps to shiver in the trenches.

Van H. Manning, Director of the Bureau of Mines, has made this appeal to the country:

"Conditions have suddenly changed," he declares. "Today it is everybody's business to save coal. Coal is the foundation stone of industry. Without it the production of equipment for war must halt. Transportation facilities must stand still. One man's careless and wasteful use may mean an idle factory or a cold house for his neighbor."

On January 30th, the Tag-Your-Shovel Campaign will be started throughout the country and an effort will be made to put a tag on every shovel of every householder in the United States. No cause for which you have ever been tagged before could rival in importance the object of this campaign. There will be no charge for the tags, the idea is not to make you spend, but to make you save—to have that bit of pasteboard act as a reminder, as a "string around the finger" that will be a constant, mute appeal in the name of economy.

Into the White House cellars one of these tags will find its way, into the home of every prominent man, special delegations will carry the reminder, school children all over the country will string the tags and carry them home with their message.

The moving-picture theaters will show the tag-story and the teachers in the school and the newspapers in the home will repeat it—the plea that every American must hear and answer, if he is to do his part in winning the war.

There is a big responsibility that goes with that tag, the responsibility of human life and human sacrifice.

How to Save the Coal

The following suggestions from the Federal Bureau of Mines in cooperation with the Fuel Administration are offered for your guidance.

CARELESS use of coal in grates, stoves and furnaces during the war is an economic crime. Be sure the heat is doing what you want it to rather than needlessly heating unoccupied spaces and the chimney. Weather strips, double windows, pipe covering, heating drums in stove pipe and extra radiators pay. It is cheaper to use a larger radiator in the always chilly room or in the room to be kept specially warm than to force the fire. Do not let the house get too warm. Do not invest in Chemical Fuel Savers. By care, attention, and taking pains you will save more coal than by buying cheap accessories. There is no short cut to economy.

Open fireplaces are inefficient. Use them sparingly. Let heat from the kitchen stove remove the chill of the house as long in the season as possible.

When stoves or furnaces must be started, see that smoke passages and chimney are clean and are kept clean. If soft coal is used the smoke passages should be cleaned every few days.

See that the air supplied under the grate can be positively controlled. Tight ash-pits, tightly fitting the floor and the grate section, must have tight-fitting doors and dampers which can be closely adjusted.

Air above the fire must come in only through dampers, usually in the door. All other openings for such air must be closed.

Study the directions for running your furnace. If you do not have directions, send to the maker of the furnace for them.

Keep ashes cleaned from under the grate. The fire burns more uniformly and with less clinker with a clean ash-pit.

It is best to keep a full fire-pot, level with the bottom of

the firing door. If the draft is poor or the coal fine, thinner fires must be kept. In mild weather the fire can be carried thinner by allowing a few inches of ashes on the grate. In cold weather keep the grate free of ash.

Attend the furnace at regular periods. Anticipate the demand for heat. Rapid pushing or retarding of the fire is uneconomical.

If soft coal is used, break the lumps to fist size and do not cover the whole surface with fresh fuel. Leave a bright spot to ignite gases.

Small charges of coal frequently applied are more economical than infrequent firing, but the fire bed should be disturbed as little as possible by shaking and poking. Convenience usually determines periods of firing. Shaking and cleaning the grate twice a day is usually enough. Stop shaking as soon as it begins to be bright under the grate.

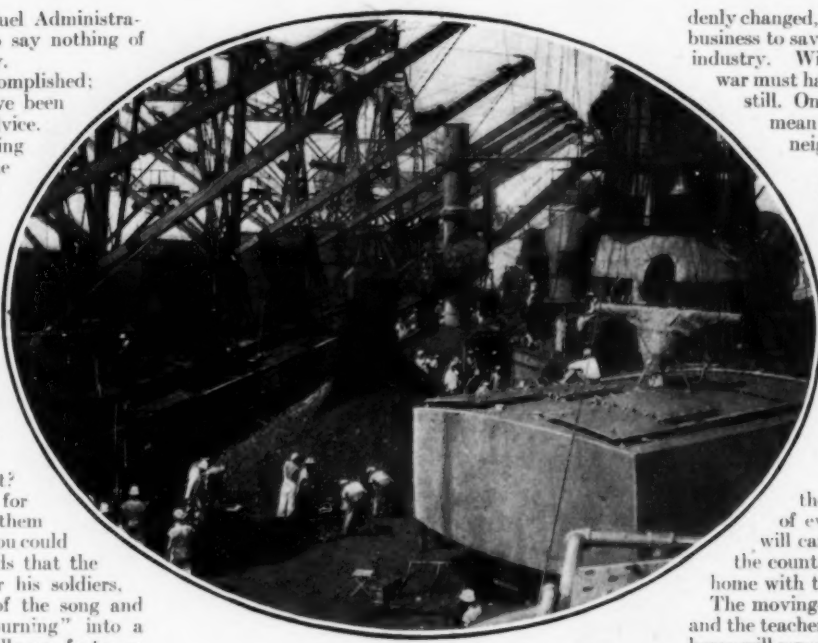
If the fire gets very low, open the ash-pit damper and add a little coal not too fine. Do not disturb the grate or ashes. When the fresh coal is well ignited, shake the grate and add more.

A fresh fire or a large fire requires air over the fuel bed as well as through it. The damper in the door is for this purpose.

To check a fire close the ash-pit door and open the check draft in the smoke pipe. Never check by leaving the firing door open.

The main damper in the smoke pipe should be partly closed if the draft is so strong as to make checking and control of the fire difficult with the check draft.

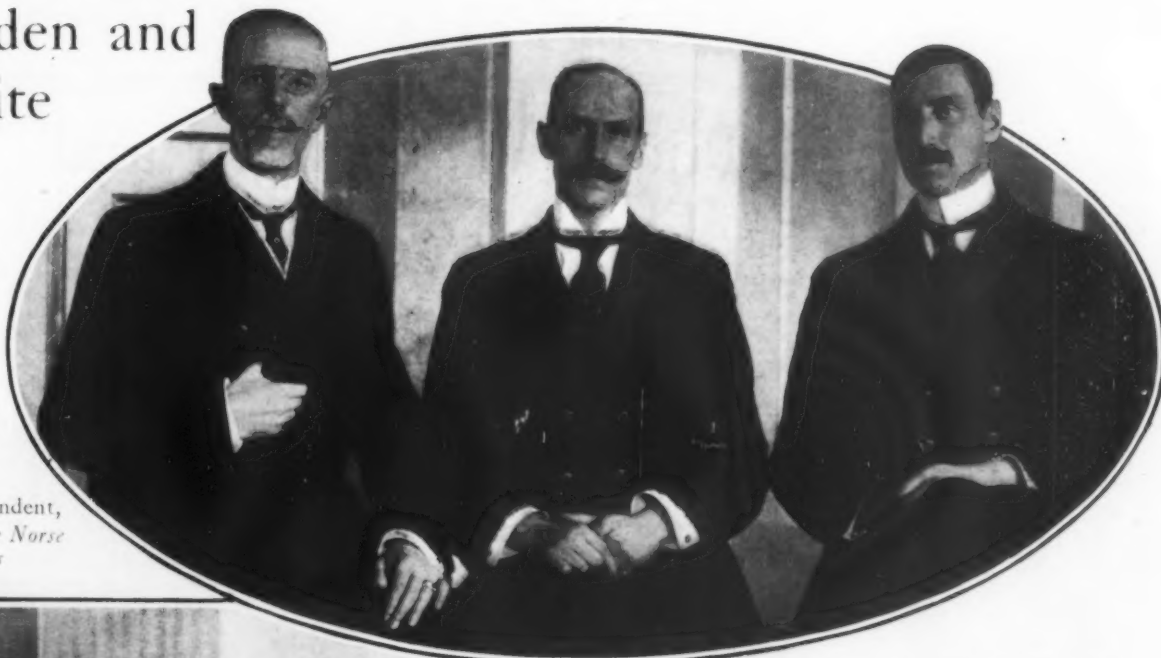
There will be little good coal or coke in the ash from a carefully managed fire, but if there is much recover it by sifting the ashes.



Every shovelful of coal saved in the factory, the office building or the home will aid the men who stand between despotism and American liberty. Before you waste a shovelful think of Belgium and Serbia.

Norway, Sweden and Denmark Unite to Resist the Too-Friendly Foe and the Belligerent Friend

DR. FRITS HOLM, Staff Correspondent,
Shows intimate pictures of the three Norse
Kings and their peace-ministers



"He kept us out of war" is a political slogan that has had as important a place in Scandinavian politics as it ever had on this side of the water. In fact the job of keeping out of war and the job of staying in office are about synonymous in Norway, Sweden and Denmark. When the shot began dropping around the borders of these three countries the first thing their respective rulers did was to get together at Malmoe and sign an agreement that if any one of their peoples were forced into the conflict the others would not align against them. The remarkable picture above, secured through Dr. Holm, shows the three Kings, from left to right, King Gustav of Sweden, King Haakon VII of Norway, and King Christian of Denmark, taken at a more recent gathering in Christiania.

Above are shown the six premiers and secretaries of state of the three countries who did the work. They are seated, from left to right, Foreign Minister Scavenius and Premier Zahle of Denmark, the Norwegian Premier Gunnar Knudsen, the Swedish Premier Edén, Foreign Ministers Ihlen and Hellner of Norway and Sweden respectively.

Recently a religious conference was called by Lutheran prelates in Sweden. The Lutheran Church is the state religion of Prussia and members of the British clergy who were invited refused to go. Later the British Foreign Office announced that no passports would be granted to any Bishop or clergyman who wished to attend. The picture at the right shows the room in Eisleben, Germany, where the recent Luther festivities centered. Use of the Church is not a new means of furthering diplomatic ends and often sincere and non-partisan clergymen, working for what they consider the best interest of humanity, often thwart the efforts of their own nation.



Those Who Fight and Those Who Talk in Russia

A typical Bolshevik, dreamer, talker, internationalist, one of the men who would rather risk his country's future to men around a table than risk his hide in the trenches—discouraged by the tyranny of autocracy but too idealistic to fight for democracy.

Photographs by
**DONALD C.
THOMPSON**
Staff War Photographer

The antithesis of the Bolshevik, a soldier of the fighting régime and voluntary member of the Death Battalion, wounded and covered with rewards for past deeds of valor but willing to fight and die by his own hand rather than surrender.



Trotsky (to the right) and Lenin, the men who talked the Russian army out of the trenches, ousted Kerensky and launched an offensive of words against the Germans which reinforced the German western front.



The women of Russia, not only the women soldiers who fought beside (and sometimes against) their fellows in the trenches, have offered a sacrifice that is a glory to all womanhood.



Soldiers who were unwilling to stand up against the enemy truck, mounted with machine guns through the streets of Petrograd shooting down anyone—

regardless of his opinions—who might be in the way. These men, who were pleased to pose, are, perhaps, brave men—in their own fashion. Properly led they may do good work for Russia yet.

THIS simple stanza, a bit of satire once popular with American soldiers who scorned the old-fashioned army mess, now is *passé* in the ranks. Witness the following letter, written by a National Army recruit to his mother and published in a Texas newspaper:

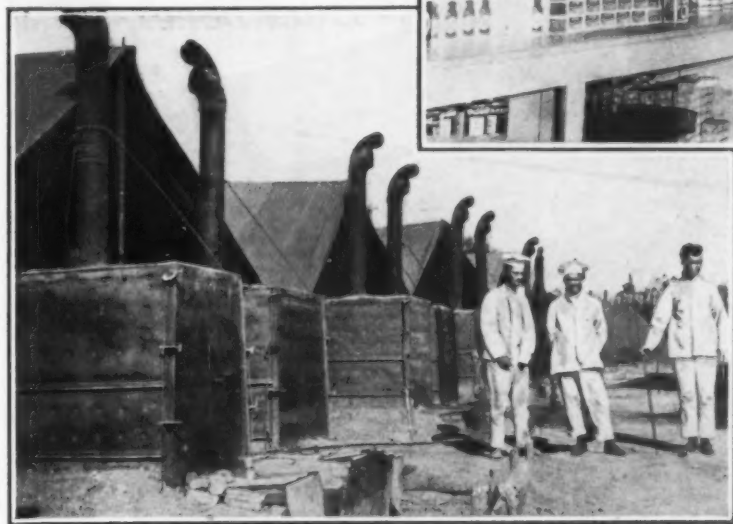
"You needn't worry about our food, or 'chow,' as we call it. It's great. We get plenty of milk, butter and fresh fruit every day. Take a look at last Sunday's dinner of our organization, Company K, 359th Infantry—candied yams, green peas, baked chicken, giblet gravy, sage dressing, cranberry sauce, fresh fruit, bread and butter, lemonade, mince pie. Can a first-class hotel beat that? We had rolls, coffee and fried pork sausage for breakfast this morning. The army bread is almost as good as yours, mother—and that's going some! Each loaf is larger and better than that which the civilian bakers sell for ten cents, and we pay less than a nickel for ours.

"You can assure yourself that Uncle Sam is feeding his boys all right. I've never heard a single complaint about the meals."

The food of the United States Army is noted for two things: its choice quality and its very reasonable cost. Because the Government makes no effort to profit through its sales and because its contracts with food dealers, made some time ago, cover extended periods, the high cost of living has not yet reached army provisions. A glance at the table below will show the wide gap between the food prices charged in military supply depots and civilian stores during the month of November, 1917, in the Southern Department:

1 lb.	Government Prices	Civilian Prices
Bacon	35.68	55
Flour	5.4	6.2
Sugar (beet)	7.1	11
Lard	23.66	33
Butter	42.46	50
Potatoes	2.97	4
Onions	1.92	5
Coffee	14.68	30
Cheese (cream)	24.95	35

The garrison ration, which is issued to American soldiers now in training, consists



A number of the field ovens. Here hundreds of loaves of bread and much other food are baked daily. The cooks and their assistants must be absolutely clean and appear in neat, fresh apparel.

of the food necessary for one man for one day. The value of this ration for November in the Southern Department was \$4.254. By careful management the sergeant who purchases the subsistence stores for his company or battery can save a small amount each day out of the ration allowances. The mess funds are increased in several other ways. Some of the companies and batteries maintain barber shops, pool halls and canteens, or small stores, where cold drinks, candy, cigars and magazines are sold. The profits from these establishments and the savings from the ration allowances enable the supply sergeants to buy delicacies such as chicken, ice cream, olives, pickles, celery, fresh fruit, cakes, pies, etc.

Here is a sample day's bill of fare, with the cost of each dish, for Company K, 359th Infantry, National Army, at Camp Travis, Texas:

Breakfast—corn flakes and milk, \$5.32; beefsteak, \$15.24; brown gravy, \$1.25; fried potatoes, \$2; pears, \$6; bread, butter and coffee, \$9.35. Dinner—veal

"Chow" for Sammy

By PAUL ADAMS

Soupie, soupie, soupie,
Without a single bean.
Coffee, coffee, coffee,
Without a drop of cream.
Piggie, piggie, piggie,
Without a streak o' lean.

loaf, \$12.64; brown gravy, \$.90; browned potatoes, \$.2; stewed tomatoes, \$.38; assorted fruit, \$.4; bread and butter, \$.670. Supper—Irish stew, \$.12; candied yams, \$.3; boiled cabbage, \$.248; hot rolls, \$.240; bread and butter, \$.350; cocoa, \$.255; apples, \$.4.

The total cost of the three meals amounted to \$99.19. The ration allowances for the 174 men of the company equalled \$74.0196. This left a shortage of \$25.1704, which was provided for out of the regimental mess fund of \$9,000.

However, if Uncle Sam's fighting men are well fed,

judge for two terms, who owns a 40,000-acre cattle ranch. The dining-room orderly in a hard-working battery of artillery is a traveling salesman, who goes blithely about his work of setting the mess tables. Another

organization boasts a mess sergeant who is a major league baseball player.

The expense to which the Government is put to buy food for its fighting men is enormous. The cost of rations for one day for an army of 1,000,000 soldiers is \$425,400. To provide fare for the 46,000 recruits at Camp Travis, the Government pays \$19,568.40 daily. The monthly food bills for this camp total \$587,052. This does not include the large sum which goes each month to the various mess funds from company or battery barber shops, pool halls and canteens.

The United States has realized that when Napoleon said, "an army moves on its stomach," he spoke the truth. No soldier has a greater amount or a greater variety of wholesome, appetizing food than the American fighting man.

The excellent cooking is due largely to the army's famous little cook book, "Manual for Army Cooks,



The subsistence department of the United States Army is operated in the same manner as an efficient, business-like grocery store. Some of the employees are civilians. The food sold is of the very best quality.

their fare is not wasted. The campaign for the conservation of eatables is taking place in the army as well as in thousands of civilian homes throughout the United States. Only the food that is left on the men's plates is thrown into the refuse cans. The cooks use the left-overs to prepare palatable dishes for other meals. Large potatoes are scraped instead of peeled, scraps of bread are toasted, ground and used in batter cakes, bits of meat go to make hashes and cro-

quettes. Pork and beans and macaroni and cheese frequently are used as substitutes for beef.

During the first few weeks of the organization of the National Army, the Government was unable to find a sufficient number of capable cooks. Accordingly, many recruits who were called out first were sent at once to the numerous cooks' and bakers' schools at the training camps. Formerly the four schools of this kind were operated at Fort Sam Houston, Texas; Fort Riley, Kansas; Monterey, California, and Washington Barracks. Today at Camp Travis army cooking and baking are taught in more than 200 kitchens with about 1,000 students under instruction. Since proper cooking embraces a certain knowledge of chemistry, physics and physiology, these men are required to learn much during their intensive training of two months.

This work has developed its humorous phases. In one of the company kitchens the second cook is a well-known north Texas lawyer, formerly a county

1916." Its recipes were first written on soiled scraps of paper by an old commissary sergeant, a kind of culinary genius, who has immortalized "deep sea slum," "slum with an overcoat," "1-2-3 roast beef," "shrapnel," "corned willie," "red horse" and "punk."

The army food owes its high quality to a number of strict inspections by medical and sanitary experts. When the immense subsistence stores arrive at the depot warehouses, keen-eyed inspectors are on hand to examine carefully every article. Later, as the provisions are distributed among the various organizations, the mess sergeants make a second examination before giving their receipts. During the day another inspector, a commissioned officer, drops in to look over the food again. He pries into the pantry shelves, investigates every compartment of the big ice-box, eyes the kitchen range critically.

Particular care is given to meat and milk. In every large packing house in the country, with which the Government does business, United States inspectors keep constant watch over the preparation of the meats. The "embalmed beef" of 1898, which was more deadly than Spanish bullets among the American troops, has been a lesson we have not forgotten. Unwholesome meat products are known to cause ptomaine poisoning, tuberculosis, parasitic growths, meat poisoning and other dangerous diseases. The military authorities have refused to buy from some plants whose methods render meat unfit for eating.

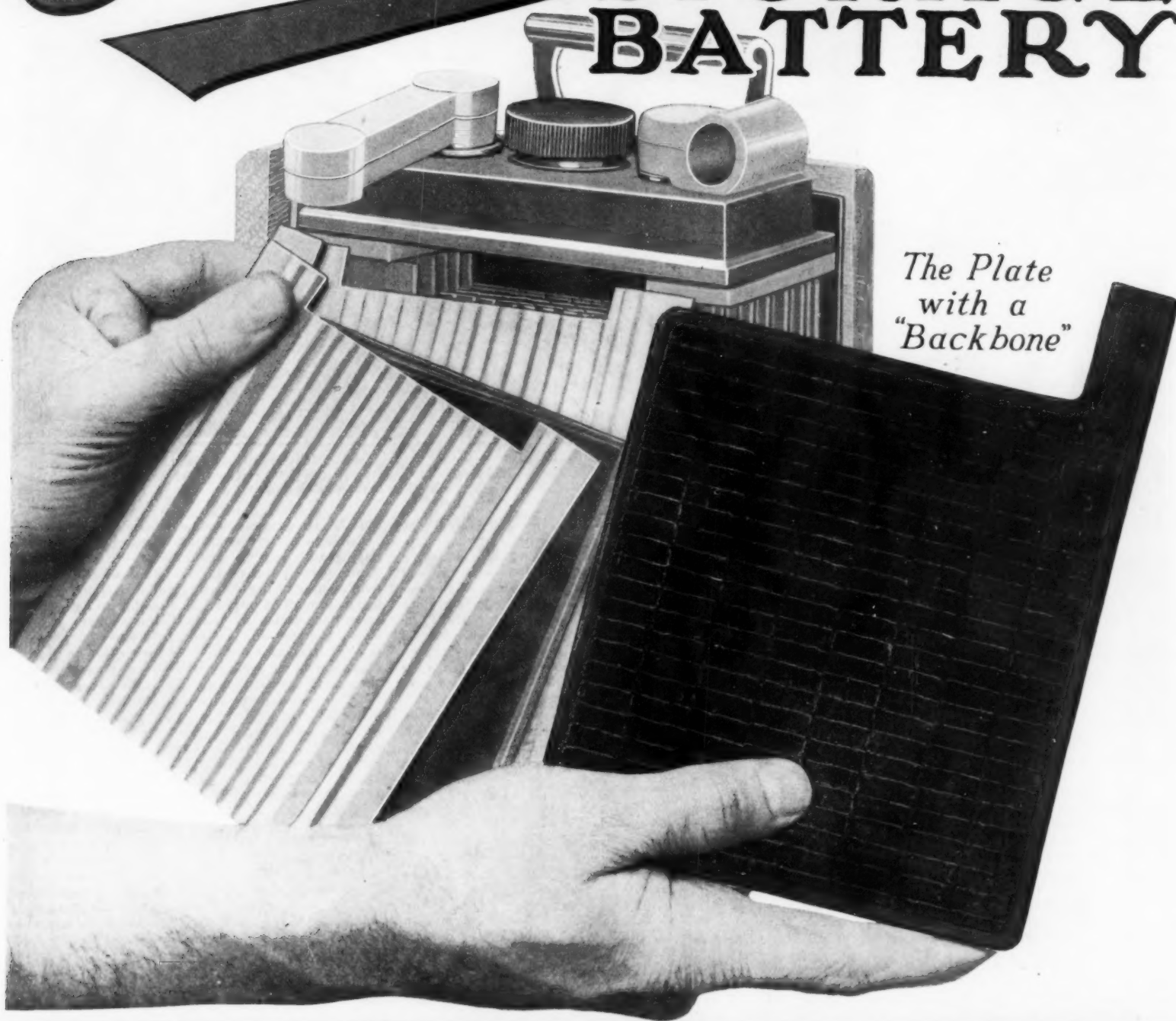
Army inspectors have co-operated with municipal officials in maintaining a high sanitary standard among the dairies and creameries near military posts or camps. Where a milk dealer has failed to come up to the mark, he has been promptly boycotted.

The greatest caution is taken with regard to water. If its purity is doubted, it is sterilized with hypochlorid of calcium, which renders highly contaminated liquid

(Continued on page 134)

Prest-O-Lite

STORAGE BATTERY



*The Plate
with a
"Backbone"*

Not only a better battery but

Perfected Process Plates

Quicker starts—longer life—greater staying power—the all-important standards of value to you in any storage battery—depend first of all on the plates, the real basis of the chemical action which creates electricity for starting, lighting and ignition.

In the great, modern Prest-O-Lite factories, experts have devised many new and efficient processes to insure you a better battery, and one of their greatest triumphs is the Perfected Process Plate—a distinct departure from previous plate-making practice—an established feature of all Prest-O-Lite Batteries.

Years of effort, research and expenditure stand back of this process.

The active pasted material is seasoned by a new and different treatment which produces a super-hard center or "back-bone" of gradually increasing porosity as the surface is reached.

The super-hard center provides all the strength, stability and long life of the so-called "hard plate," but without the sacrifice of "pep" and power which is characteristic of all "hard plate" batteries.

The porous, super-sensitive surface, growing from the hard "back-bone" or center, provides all the "pep" and power of the so-called "soft plate," but without the sacrifice of long life which is characteristic of all "soft plate" batteries.

In short, the two most desired extremes in storage battery performance—hitherto believed impossible of accomplishment—are provided by the process developed by Prest-O-Lite.

No other battery plates were ever made by this process.

The actual proof to you that "Prest-O-Lite" is a better battery is not only in this and many instances of better making, but in its remarkable records in service.

Manufacturers of representative cars in every class have adopted the Prest-O-Lite Battery as standard equipment. After close observation they have discovered a notable freedom from battery troubles among more than a half million users.

You can eliminate most of your battery troubles by getting a Prest-O-Lite Battery—the battery with the Perfected Process Plates. There is a correct size to fit your car. It will give you the utmost in satisfactory starting, lighting and ignition service.

No matter what make of car you own—no matter what make of battery you have—Prest-O-Lite Service is always ready to help you in the prevention of storage battery troubles. We will gladly test your battery, add distilled water and give you unbiased advice as to its care.

Prest-O-Lite Service Stations everywhere have service batteries for you to use when your battery needs repair. The Prest-O-Lite Service creed begins and ends with the words—"Satisfy the Owner."

The Prest-O-Lite Company, Inc.

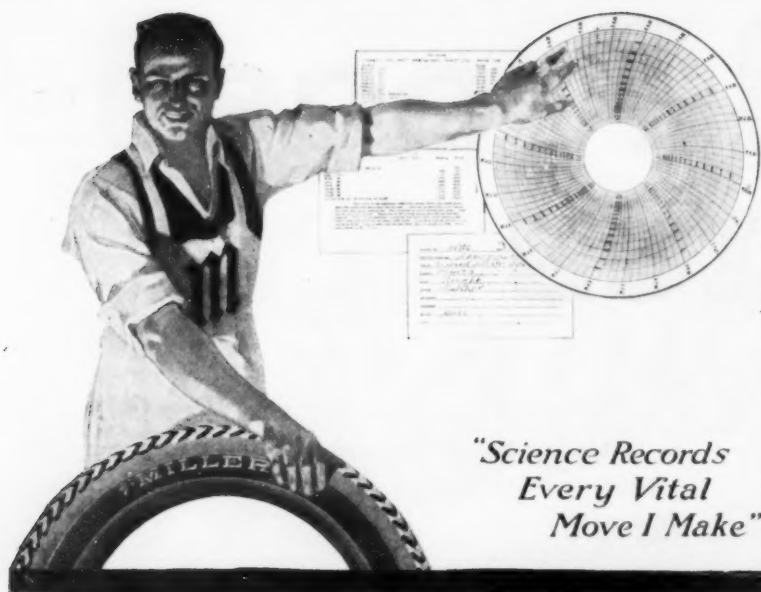
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—and more than 800 specially appointed Prest-O-Lite
Battery Service Stations in all parts of the country.

backed by Prest-O-Lite Service



*"Science Records
Every Vital
Move I Make"*

Uniform Mileage The Crowning Tire Triumph

Due to Uniform Tires—Built by Champions

A MIGHTY response has greeted the Miller announcement that Uniform Tires are now an achieved fact. That this world-gift is ready—that stabilized mileage is here after years of vain trials. Previously, Miller Tires varied in mileage as others do.

Now 99 Millers in 100 outrun standard guarantees.

Run two Millers on opposite wheels and you shall see. Thousands of tests like this prove Miller mileage is stabilized.

Miller  **Tires**
GEARED-TO-THE-ROAD

Mechanical methods do not account for this triumph. For they are shared by all makers.

But tires contain much handwork. And Miller has excelled by conquering "human variables."

To make workmanship uniform, we had to make workmen uniform. We had to take picked men only. Then we had to make each man a master tire builder.

Tires 99% Excellent

Today these Miller experts are called champions.

Their personal efficiency averages 96 per cent. If a tire comes back their rating is penalized. But less than 1 per cent of the tires they build ever need adjustment. That means that Millers are 99 per cent excellent.

Geared-to-the-Road

In addition to stabilized mileage, Miller Tires give utmost safety. One reason is they are geared-to-the-road.

Their ratchet-like tread engages the ground as you go. This counters the tendency to skid.

Few Can Get Them

Such tires as these cannot be produced where quantity output rules. For picked men are rare. It takes years to make champions.

If you want to be *sure* of getting Millers this year you must reserve your supply at once.

Only enough for one motorist in 50 will be made this year.

Miller Cord Tires are the fine, big fellows with the extra large air-capacity. There is nothing more luxurious, yet they cost less per mile than the regulation type.

THE MILLER RUBBER CO. Akron, Ohio

*Makers of Miller Red and Gray Inner Tubes,
The Team-Mates of Uniform Tires*

Branches and Distributors In All Principal Cities



Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



When this train of thirty-three Government trucks completed the 570-mile overland journey between Detroit and Baltimore through one of the worst snow-storms the country has known, a serious problem of freight car shortage was solved. There was but one serious accident during the trip, which occurred when a railroad train struck one of the vehicles on a grade crossing.

Opening a New Era

THE country has learned that what heretofore seemed the impossible can be done. A train of thirty-three Government trucks, fresh from the factory at Detroit, completed the 570 miles run to Baltimore under their own power in less than two weeks' actual time.

There is nothing particularly startling in the fifty-miles-a-day average maintained, although the trucks were not forced and it was not the intention of the officials of the Quartermaster's Corps to break any records. The remarkable feature, however, lies in the fact that this schedule was maintained in the dead of winter during one of the most severe blizzards and cold snaps that certain portions of the country have experienced in years. Temperatures of fifteen degrees below zero were encountered and the train was required to force its way through a snowfall of from one to four feet, and occasionally drifts even deeper than this were encountered.

This remarkable test of the ability and endurance of driver, as well as truck, comes at a time when the country is looking for a solution to the problem of freight congestion which is menacing the food and fuel supplies of many sections of our country. However, it is not so much in the tonnage carried on the trucks themselves that we will find the saving in freight cars used, as in the number of flat cars which the trucks will release through their ability to reach their destination under their own power. If the Government required 30,000 trucks, most of which will be built at a great distance from the Atlantic seaboard, at least 15,000 freight cars will be required for the transportation to their destination.

It is not difficult to foresee the time when powerful engine-driven tractors will be employed to force plows through snow-drifts and thus keep country roads open to traffic twelve months in the year. The frequency with which the average American municipality and township or county board will allow a foot or so of snow to tie up all kinds of transportation does not speak well for our boasted efficiency. These sturdy, dogged Government trucks have proved that, when properly handled, the motor vehicle can be driven almost anywhere. It would not represent an unduly expensive undertaking for each city or township board

to maintain one motor vehicle sufficiently powerful and provided with the proper type of traction wheels to enable it to force its way through the deepest snow-drift. Such a step will be necessary if the Government places an embargo on the transportation by rail of all freight for distances of less than fifty miles. In fact, a responsible official is authority for the statement that within a few years motor trucks will be compelled to haul all freight within all distances less than 100 miles.

But now that the Government has demonstrated that motor trucks can be used successfully in the severest winter weather, will it also see to it that our more important highways, at least, continue to be available following that great American institution, the "spring thaw"? All roads are alike under three feet of snow, but a road afflicted with three-foot mud-holes will cause more transportation difficulty, no matter how balmy the air overhead, than the deepest snow-bank in zero weather.

The building of good roads has received a splendid stimulus in this country. Hundreds of thousands of miles have been built, but we must confess that even yet the average citizen does not look upon road construction and maintenance in the proper light. He is too prone to consider the hard-surfaced road as a boulevard or park drive from which the owners of passenger vehicles obtain the greatest good. At this time, when anything partaking of the nature of a luxury is looked at askance, good roads programs are too apt to suffer.

But, can we afford to abandon this truck train operation which saves thousands of freight cars just because "war time economy" calls for the suspension of a few miles of road construction or improvement contracts? This Detroit-to-Baltimore trip is but a counterpart of conditions prevailing throughout the entire country. Food must reach the city or the nearest railway station; is it economy to save a few dollars in taxes for road improvement and pay ten times that amount as the penalty of inefficient hauling methods? If the war calls for efficiency, it calls for efficiency of methods of collecting and transporting our necessities as surely as it calls for efficiency in military discipline and tactics.



PAIGE

The Most Beautiful Car in America

TO BE really popular a motor car must have, not only *many* friends, but the right *kind* of friends. It must be indorsed by the conservative, discriminating buying public—that smaller body of citizens that represents our best thought in business, professional and social activities.

It is such an ownership that establishes confidence and builds prestige. It is such an ownership that has made PAIGE supreme among the "light sixes," and the Paige dealership an institution of true local significance.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN



STANDARDIZATION
The Great War's Greatest Lesson

The whole world is awakening to the importance of standardization, the guiding policy of the Continental Motor. Based upon the best engineering thought of both Europe and America, this motor embodies, in standardized form, the technical knowledge of our entire generation.

Scores of manufacturers of motor trucks and passenger cars, thousands of dealers, hundreds of thousands of owners, through Continental power, multiply their own power. They thus bear living testimony to Continental efficiency and confirm its title as America's Standard Motor.

CONTINENTAL MOTORS CORPORATION
OFFICES: Detroit, Michigan FACTORIES: Detroit—Muskegon
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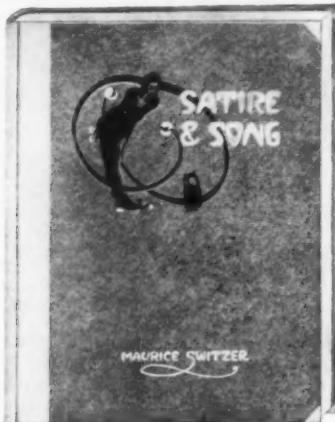
AMERICAN STANDARD

"Laugh and the World Laughs with You"

There are laughs galore in every page of Maurice Switzer's

SATIRE & SONG

As a fun maker and all-round gloom dispeller this work is simply irresistible. If a good laugh is better than a dose of physic, then SATIRE & SONG will actually save scores of doctor's bills. The Author is a New York business man with a keen but kindly outlook on life, and a rare sense of humor. He puts his observations of life over the plate in the sort of verse that burns holes in the memory.



"She Wasn't Over Twenty, But She Knew Her Little Book" pictures a type of the female of the species that will be instantly recognized. With all the fun there is a vein of deep philosophy in such ballads as "Life's Poker Game," "Hymn of the Down and Out," "Opportunity," "Suspicion," "The Coat of Content." And there's "The Broadway Mother Goose" and those delightful travesties, "The Ruby Yap of Homer K. Yam," "The Song of the Skirt" and "The Purple Raven."

What O. Henry did for some American types in prose Maurice Switzer has done in verse, and no less convincingly.

Kipling himself never did anything better than "Little Jane Horner."

"Had the lady been wood, she might have stayed good."

In the gloom of her beanery cell; But being just flesh, she got caught in the mesh Of desire's drag-net which is hell."

If you want to shine as an entertainer among your friends, SATIRE & SONG is better than a night at the Follies. You couldn't pick a more entertaining book for the boy in camp or at the front if you searched your book stores from one end of the town to the other.

Only a small edition of SATIRE & SONG, with unique illustrations in color, and in attractive Art Binding (size of volume 8 1/2 inch x 6 1/2 inch), designed for private circulation among the author's friends, has been published. Because of the merit of the book we have prevailed upon the author to set aside a few copies for our patrons whom we shall be pleased to supply at a price representing, approximately, cost of manufacture.

SATIRE & SONG will be sent postpaid to your address on receipt of a \$1.00 bill. But order it TODAY. There are only a few copies for general distribution. To get one you must be prompt. Money back if not satisfied.

BRUNSWICK SUBSCRIPTION COMPANY, 225 Fifth Ave., New York City

The Next Move Is Germany's

By CHARLTON BATES STRAYER

PAST MASTER in the spreading of peace propaganda, yet when, in the course of the Russian parleys, Germany was compelled to state concrete peace conditions, she broke up the meeting. Loath as Germany is to talk in plain terms until the enemy sits about a peace table, the speeches of Lloyd George and of President Wilson, defining in greatest detail the things for which we are fighting, have cornered her. It is her next move. There is no escape. And if Germany is insincere, that insincerity will be revealed a second time to the people of the Central Powers, as it was in the Russian parley. The Berlin *Vorwaerts*, the most outspoken German Socialist organ, declares that the endangering of the Russian peace negotiations fell "on the spirit of the nation like a black cloud."

Boastful as the military party is over the drive into Italy and the elimination of Russia from the fighting, the real impelling force back of the Teutonic peace moves is the threatened collapse of Germany and her Allies. Austria's interest in peace has been intense ever since Charles succeeded to the throne made vacant by the death of the aged Francis Joseph. Since then it has been a case of holding Austria in line. This was the object of the Italian campaign. For the same purpose was the Austro-German agreement, just disclosed as having been made as late as December, 1917, by which, in return for Austria's support of the German position regarding Alsace-Lorraine and the German colonies, Germany was to sustain Austria in her proposed annexation of Albania, Montenegro and Serbia. Then came the Russian peace parleys and the proposal to create a new Austrian Poland out of the old Russian Poland. The refusal of the Bolsheviks to stand for this and other conditions upset the hitherto smooth-running peace program. Taught for weeks to believe they were on the verge of a peace that would leave Germany and Austria in possession of much enemy territory, the speeches both of Lloyd George and President Wilson have dashed these hopes to the ground. In his analysis of the President's speech, Frank H. Simonds of the New York *Tribune*, says that the President "asks greater sacrifices of Germany than victorious Europe asked and France had to make after Waterloo and at the Congress of Vienna." Briefly these demands destroy the alluring dream of Mitteleuropa, require the surrender of 210,000 square miles of occupied territory having a population of 40,000,000, and the giving up by Germany, Austria and Turkey of territory in their possession when the war broke out.

From all reports the military party in Germany, still strongly in the ascendency, is not yet in the mood to accept the terms outlined by England and America. With every added month of the war draining her resources nearer the breaking-point, what grounds has Germany to hope for better conditions? The submarine, though continuing to be a menace, has failed of its purposes. There are still two favorable possibilities for Germany. First, that she may be able to break through on the western front and put France in the plight of Italy before the United States is prepared to bear its proportionate share of the fighting. Such a possibility is remote, but if realized would make the Allies by that much less the dictators of peace. The other contingency, still more remote, is that the German fleet might defeat, or fight to a standstill, the Allied fleets, a result which would change the whole status. As far as anything may be certain, the war, if continued to the bitter end, spells defeat for the Central Powers. The rulers and military leaders are not yet prepared to

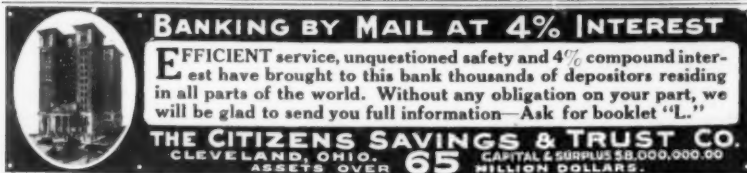
acknowledge this, especially as their armies occupy so much enemy territory. The evident purpose of Germany is to continue to push her peace propaganda, in the hope that a break may come somewhere; and that the pacifist sentiment of the world may be enlisted on her side in demanding a negotiated peace in which she could use occupied territory for trading purposes.

Peace if She Wants It

IF Germany is willing to give back Alsace-Lorraine to France and to renounce her imperialistic ambitions to dominate Central Europe she can have peace at any time on the basis of the speeches of the British Premier and of President Wilson's address to Congress. Lloyd George, who addressed the world through a speech designed to clinch the support of the English workingman for the rest of the war, declared negotiatively that Great Britain had never aimed at the breaking up of the German people or the disintegration of their State, that the Allies are not fighting to destroy Austria-Hungary or to deprive Turkey of its capital or any territory predominantly Turkish, and that they are not fighting to destroy the German constitution. Positively, three general principles were announced: Re-establishment of the sanctity of treaties, territorial settlement based on the right of self-determination or the consent of the governed, and the limitation of armaments.

President Wilson's address, containing fourteen specific conditions of peace, is in substantial agreement with the Lloyd George speech, although going further in some particulars. Particularly is the President more sympathetic than the Premier in dealing with the Russian situation, declaring for the "evacuation of all Russian territory and such a settlement of all Russian questions as will secure for her unhampered opportunity for independent political development and national policy." Lloyd George said nothing about evacuation of Russian territory or Russia's future. Following the break in Russo-German peace parleys, the President's words should do much toward enlightening Russia as to our aims, and re-aligning her with the Entente. In two other paragraphs President Wilson's address will appeal strongly to German interest—first, in declaring for the absolute freedom of the seas, in war and peace, and, second, for the removal of all economic barriers and the establishment of an equality of trade conditions among all the nations consenting to peace.

It is a far cry from Washington's advice against entangling alliances, and this last and greatest address of President Wilson in which he lays down the specific objects for which we are fighting, and outlines the conditions under which the world must live after the war. Our entrance into the present war, furnishing to the Allies the balance of power that makes their victory certain, gives to the United States the leading influence in determining on what conditions the world shall be organized when the war is over. We are interested in every phase of this war because our security as a nation is involved in its outcome. But America is not imperialistic. If this war results in guaranteeing to every people their independence and the right to develop along their own lines, the present dependencies of the United States may be given complete autonomy, and our destiny as a people may be worked out in continental United States. If the principle of the rights of all peoples to self-determination is established by this war, it should make profound changes not alone in Europe, the war area, but also throughout the world.



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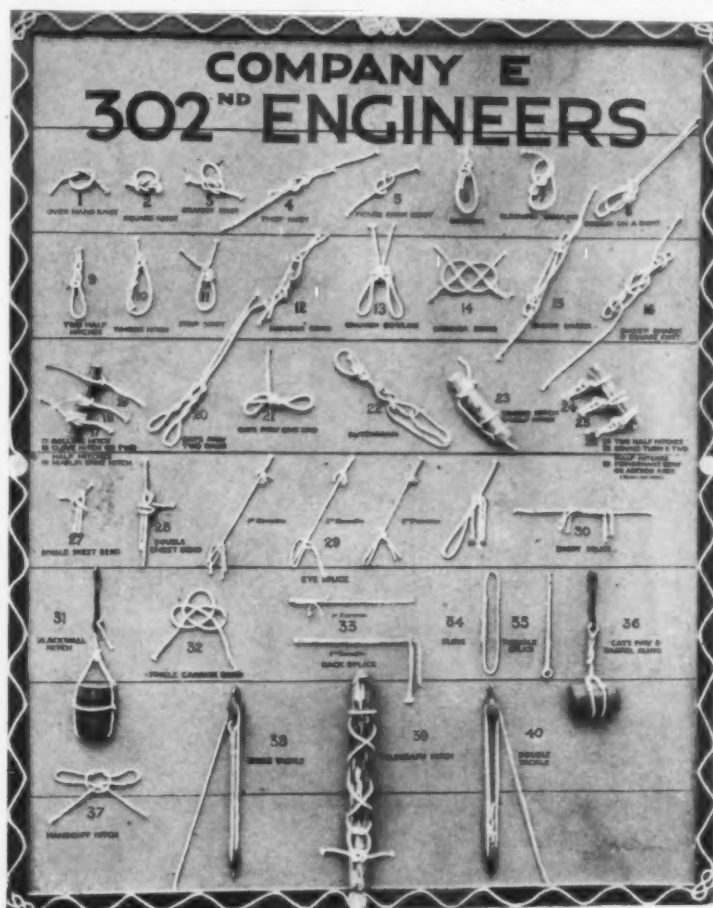
EFFICIENT service, unquestioned safety and 4% compound interest have brought to this bank thousands of depositors residing in all parts of the world. Without any obligation on your part, we will be glad to send you full information—Ask for booklet "L."

THE CITIZENS SAVINGS & TRUST CO.
CLEVELAND, OHIO. ASSETS OVER 65 MILLION DOLLARS.

Why Knot?

To most of us a knot is a knot, but to an engineer each knot, splice or loop has its particular purpose. In raising derricks, masts, poles, or in building pontoon bridges, engineers work rapidly and often in the dark, and the success of a whole under-

taking may depend on a knot. Capt. Harry L. La Fetra, Company E, 302nd Engineers, at Yaphank, Long Island, N.Y., has installed a board on which is shown forty different ties. The men can use the board for study purposes at any hour.



- 1 Over Hand Knot—The starting of a square knot.
- 2 The Square Knot—A non-slipping knot.
- 3 Granny Knot—Useless knot that will slip when tied up; the majority of people use it for tying up bundles.
- 4 Thief Knot—This knot will slip.
- 5 Figure 8 Knot—Used for a stop knot.
- 6 Bowline—Used as a non-slipping loop, very useful.
- 7 Running Bowline—Same as bowline, only a slip noose.
- 8 Bowline on a Bight—Used for boatsman's chair.
- 9 Two Half Hitches—Used in tying up a boat to a landing or making it fast; easily undone.
- 10 Timber Hitch—Used by timberman for pulling logs.
- 11 Stop Knot—Used on a tackle.
- 12 Hawser Bend—Fasten two ends together to make fast.
- 13 Spanish Bowline—Used as a boatsman's chair.
- 14 Carrick Bend—Used on the top of a gin pole or mast to hold it erect; in four ends and made fast on the ground.
- 15 Sheep Shank—To decrease the length of a line.
- 16 Sheep Shank and Square Knot—Used as above, only a square knot to make it a little more substantial.
- 17 Rolling Hitch—Taking around for secure hold.
- 18 Clove Hitch or Two Half Hitches—Same as above.
- 19 Marlin Spike Hitch—Used on a single balliard.
- 20 Cat's Paw Two Ends—Used on a barrel.
- 21 Cat's Paw One End—Used for barrel sling.
- 22 Dutchman—Used to hold loads on wagon.
- 23 Timber Hitch and Half Hitch—Used on timber.

- 24 Two Half Hitches—Used to give hold on timber.
- 25 Round Turn and Two Half Hitches—Same as above.
- 26 Fisherman's Bend or Anchor Knot—Used on an anchor.
- 27 Single Sheet Bend—Used for tying two ends together and very easy to open.
- 28 Double Sheet Bend—Same as above.
- 29 Eye Splice—To put two eyes on end of ropes.
- 30 Short Splice—To put two ropes together substantially but increasing the thickness of the rope.
- 31 Blackwall Hitch and Barrel Sling—A simple knot that is used on any weight and as soon as the weight is taken off the knot opens.
- 32 Single Carrick Bend—Used on top of a gin pole or mast; only with two ends.
- 33 Back Splice—Used to keep ends from unraveling.
- 34 Sling—For lowering barrels or boxes.
- 35 Thimble Splice—To keep the eye on end of rope from tearing out.
- 36 Cat's Paw and Barrel Sling—Same as 34.
- 37 Handcuff Hitch—To convey prisoners.
- 38 Single Tackle—For lowering anything or hoisting purposes; the pull is equal to half the load.
- 39 Telegraph Hitch—Used around a pole that will hold a strain; at the same time it is easily undone after the load is taken off.
- 40 Double Tackle—A tackle on which the pull is equal to one-quarter a load.

Shows in New York

ATTRACTIIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Acolian Hall	Concerts	Leading artists in recitals	Globe	Jack O'Lantern	Fred Stone assisted by wonderfully trained chorus
Belasco	Polly with a Past	Clever comedy	Hippodrome	Cheer Up	Mammoth vaudeville
Bijou	Odd's and Ends	Intimate revue with Jack Norworth	Harris	The Naughty Wife	Screamingly funny farce
Booth	Seventeen	Tarkington's story dramatized	Hudson	The Pipes of Pan	Comedy of rare charm
Broadhurst	The Madonna of the Future	New comedy by Alan Dale	Knickerbocker	The Land of Joy	Remarkable Spanish dancers
Carnegie Hall	Concerts	Music by leading organizations and soloists	Liberty	Going Up	Amusing farce with music
Casino	Oh, Boy!	Musical comedy success from last season	Longacre	Yes or No	Unusual drama
Century	Chu Chin Chow	Musical spectacle with music	Lycium	Tiger Rose	Melodrama in true Belasco style
Cohan & Harris	A Tailor-Made Man	Clever and well-acted comedy	Manhattan	Experience	Modern morality play
Criterion	Happiness	Laurette Taylor at her best	Metropolitan	Grand Opera	Famous singers in repertory
Comedy	Four short plays	Washington Square Players in clever bill	Moroco	Lombardi, Ltd.	Lively comedy about a designer of gowns
Maxine Elliott	Eyes of Youth	Unusual melodrama	New Amsterdam	Cohan Revue	New Melodrama
Edging	Business Before Pleasure	Potash and Perlmutter, funnier than ever, as film magicians	Park	Seven Days Leave	New Water
Empire	Lady of the Camellias	Ethel Barrymore in Dumas classic	Plymouth	The Heritage	Delightful fresh comedy
Fulton	Billeted	Margaret Anglin in new war play	Princess	The Gipsy Trail	Oh, Lady, Lady Maytime
Gaiety	General Post	Amusing wartime comedy	Shubert	Oh, Lady, Lady Maytime	Charming, unusual play with music
			Vieux Colombier		Standard plays given in French
			39th Street	Blind Youth	Lou Tellegen in drama of regeneration



A Royal Dish At 1/8 the Cost of Eggs

Do you know that Quaker Oats, with all its delightful flavor, is about the cheapest food in the world?

Measured by food value—by calories—eggs cost 8 times as much. Ham costs 4 times as much—steak 5 or 6 times as much. Potatoes 3 times as much. Even bread and milk costs nearly 3 times as much.

1000 calories—which is one-third a day's food for a working-man—costs only five cents in Quaker Oats.

Then think of the flavor, the aroma—such as no other grain food has. Think of its energizing value. All the needed elements are stored in oats, in just the right proportion.

This is the supreme food—more nutritious than wheat. It is the prescribed food for the years of growth. To bread and muffins, cookies and pancakes, it adds a new delight. It makes wheatless days enjoyable—which the government recommends.

Quaker Oats

The Extra-Flavory Flakes

Quaker Oats is made from queen oats only—just the big, rich, flavory grains.

We get but ten pounds from a bushel.

By this selection we get in this brand an exquisite flavor, which has

won the world. Everywhere, among oat lovers, this is the favorite brand.

Yet in America it costs no extra price.

If you ask your grocer for Quaker Oats you'll get it.

12c and 30c per package in United States and Canada, except in far West and South where high freights may prohibit.

Quaker Oats Bread

- 1 1/2 cups Quaker Oats (uncooked)
2 cups boiling water
1 cake yeast
2 teaspoonsful salt
1/2 cup sugar
5 cups flour

Mix together Quaker Oats, salt and sugar. Pour over two cups of boiling water, let stand until lukewarm. Then add yeast which has been dissolved in 1/4 cup lukewarm water, then add 5 cups of flour.

Knead slightly, set in a warm place, let rise until light (about 2 hours). Knead thoroughly, form into two loaves and put in pans. Let rise again and bake about 50 minutes.

If dry yeast is used, a sponge should be made at night with the liquid, the yeast, and a part of the white flour.

This recipe makes two loaves.

Quaker Oats Muffins

- 2 cups uncooked Quaker Oats, 1 1/2 cups flour, 1 cup scalded milk, 1 egg, 4 level teaspoons baking powder, 2 tablespoons melted butter, 1/2 teaspoon salt, 3 tablespoons sugar.

Turn scalded milk on Quaker Oats, let stand five minutes; add sugar, salt and melted butter; sift in flour and baking powder, mix thoroughly and add egg well beaten. Bake in buttered gem pans.

Quaker Oats Sweetbits

- 1 cup sugar, 2 eggs, 2 teaspoons baking powder, 1 tablespoon butter, 1 teaspoon vanilla, 2 1/2 cups uncooked Quaker Oats.

Cream butter and sugar. Add yolks of eggs. Add Quaker Oats, to which baking powder has been added, and add vanilla.

Beat whites of eggs stiff and add last. Drop on buttered tins with a teaspoon, but very few on each tin, as they spread. Bake in slow oven. Makes about 65 cookies.



Panorama of the Goodyear cotton-growing project in Arizona at picking-time.

Copyright 1918, by The Goodyear Tire & Rubber Co.

GOODYEAR
AKRON

Making the Desert to Bloom

"And he gave it for his opinion, that whoever could make two ears of corn, or two blades of grass, to grow upon a spot of ground where only one grew before, would deserve better of mankind, and do more essential service to his country, than the whole race of philosophers put together."

—Jonathan Swift.

DOWN in the Salt River Valley of Arizona, under the brazen sky and sirocco breath of the mesa, Goodyear is putting the desert to work.

Infertile plain and immemorial waste are now being made to yield up to mankind some portion of that bounty which is the common debt of earth.

Thirty-five thousand acres of arid soil are in process of development there for the growing of the finest quality of long-staple cotton.

Six thousand acres of this enormous tract already are producing such cotton, of a grade which experts tell us has no equal in the world.

* * *

The task that Goodyear faces in reclaiming this parched acreage has been from the beginning a most formidable one.

Barely 5,000 acres of the tract could be irrigated from the great Roosevelt dam, the remainder had to be watered from deep-drilled wells equipped with power pumping-plants.

In the work that has been done and is now going forward an

entire regiment of men is employed.

Fourteen immense caterpillar tractors and 1,200 mules prepare the fields for cotton and attend the cultivation of the producing land.

The progress that has been made and is now being accelerated is only a presage of what will be accomplished.

Great ginning mills have been erected at Phoenix, Chandler, Tempe, Glendale and Polleson, with an oil mill at Phoenix.

It is planned to establish two model towns on the property, complete and modern in every respect.

Each will have, besides dwellings for employees, clubhouses, hospital, warehouses, garages, machine shops, general office, store buildings and church.

In addition to its own endeavors in the Salt River Valley, Goodyear is encouraging small producers there by assisting them in every possible way.

From present indications it is estimated that in the valley next year a total acreage of 100,000 will be reached.

The greater proportion of the lint from the fine cotton pro-

duced will be used in the manufacture of motor car tires; the seed will be handled commercially in various forms.

On the basis of present prices it is computed that the aggregate yield from the district this year will approximate five million dollars.

* * *

In the strict sense, Goodyear is not and has never been a producer of raw materials.

It is Goodyear's chief function to convert raw materials into quality products for wide public use.

But where it is evident that by widening its sphere Goodyear can benefit its products and the public, this step will always be taken.

It was in this spirit that Goodyear established its own fabric mills in Connecticut, and that this new Arizona project was put under way.

The aim and the end of all such endeavors by Goodyear is a heightened merit and value in the products it builds.

The success with which such endeavors hitherto have been attended is seen in the unmatched popularity these products enjoy.

Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

CORD TIRES



Every Issue of

Vanity Fair

Is a Boost for the Morale
of the Nation

"For God's sake, cheer up the people of France," said Pershing when they asked him what America could do to help win the war. Morale, and the "cheero spirit" in France, in England and in America will do more to beat Germany than any other single thing. Lack of it will give victory to the Hun.

Vanity Fair cannot build ships. Or move freight. Or go over the top with an Enfield. But it can help to dispel gloom. It can keep cheerful the men who go and the men and women who stay. It can chronicle that side of the war which refused to be dark—its unquenchable humor, its unconscious heroism, its outstanding figure; and mirror—cheerfully—the swift current of war-time life at home. That is our "bit" in this war.

Vanity Fair covers the war. It publishes serious articles on serious phases of it. It shows portraits of the men who are in the forefront. It also treats as they deserve those incidents and accidents of war-time life which call for humorous appreciation or caustic comment.

It also publishes—as always—everything entertaining and amusing in civil life. It is a sort of headquarters for the mind, a front-line trench in the affairs of the world, a listening post for news of the theatres, arts, sports, gaieties, and fashions; a special official communiqué—once a month—on the latest news from our artistic and social fronts.

Read Vanity Fair Yourself! Send It to Your Soldier!

Not only should you have on your library table those publications which treat only the most serious aspects of the war in the most serious way, but with them you should also have Vanity Fair, which echoes the songs of the Sammies, the skirl of the pipers, and does its best to maintain the cheero spirit here at home. The men who have gone to camp have left their familiar worlds behind them. They are hungry for news. They need laughter. They want something amusing to read. There is nothing you could give them that would more exactly fit their needs than Vanity Fair.

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"Chow" for Sammy

(Continued from page 125)

wholly safe. Water must be kept covered at all hours. In neighborhoods adjoining or near army camps the United States Public Health Service has made a minute examination of the water supply, and conspicuous signs now warn both soldier and civilian that drinking at certain places is unsafe.

The American Army doctor is an autocrat where sanitation is concerned. Any article of food that he pronounces unfit must be destroyed immediately.

The personal cleanliness of the cooks and the kitchen assistants is stringently insisted upon. They must wash their hands frequently, keep their finger-nails trimmed and free from filth, bathe and change underclothes daily during hot weather, appear at meals in neat, fresh apparel. Regulations forbid handling meat or lard with the hands at any time. Even the troops at mess are not permitted to serve themselves with their individual knives, forks, or spoons, for the "Manual for Army Cooks, 1916" declares that "such a practice is not only disgusting but is a medium through which disease is transmitted from one person to another."

The mess kitchen of each company or battery undergoes five inspections a day. Four examinations are made by a sergeant, first class, and one by a commissioned officer, a trained specialist in sanitary matters.

Each day the kitchen and pantry floors are scrubbed twice and mopped once. The cans, boxes and shelves are wiped carefully with a damp cloth. Food is removed from the ice-box and the interior is cleansed thoroughly with hot water and soap. All metal ware is scrubbed and polished till it shines. Bread is kept in long, dust-proof wooden boxes ingeniously constructed in the kitchen tables. Refuse is transferred at once to covered metal cans and hauled out of the camp in garbage wagons. These are daily duties. Every Friday a special kitchen detail vigorously attacks the kitchen walls and ceiling with broom and scrubbing-brush.

The National Army troops will be served in Europe with food as varied and as wholesome as that provided for them in this country. The feeding of General Pershing's forces in France is said to have brought forth admiration from many foreign officers. One of the interesting features of American field cooking will be the rolling kitchens, which will follow the troops on the battlefield, providing beef, soup, beans and other warm dishes. The Government has ordered a large number of a model weighing about 3,000 pounds, each capable of providing for 200 men, or one war-strength company. Fireless cookers will trail them.

In a Y. M. C. A. Hut

"Somewhere in France"

Tom and Bill are shooting craps,
Dick is busy chewing gum,
Fred and Joe are taking naps,
Bert is looking rather glum,
Jim is brushing off his coat;
George is shining up his shoe;
These are just some things I note—
While I'm writing home to you!

Willie's at the gramophone,
Tim is smoking, blowing rings,
Nick is playing cards alone,
Reginald quite sweetly sings,
Ezra whittles with his knife;
Gee, we are a mixed-up crew!
What a funny thing is life!—
I am writing home to you!

Each of us has got a girl,
Each the other likes to chaff,
Archibald displays a curl,
Sam displays a photograph,
But there's not a one, I swear,
Half so sweet or half so true
As my sweetheart "over there"—
So I'm writing home to you!

HAROLD SETON.

N.B.C. Graham Crackers

Eat Them
For Health's Sake

N. B. C. Graham Crackers are one of the most nourishing of foods. Made as the National Biscuit Company makes them—with graham flour made of whole wheat ground on old-fashioned burr stones, they contain all the nutritious properties of all the wheat.

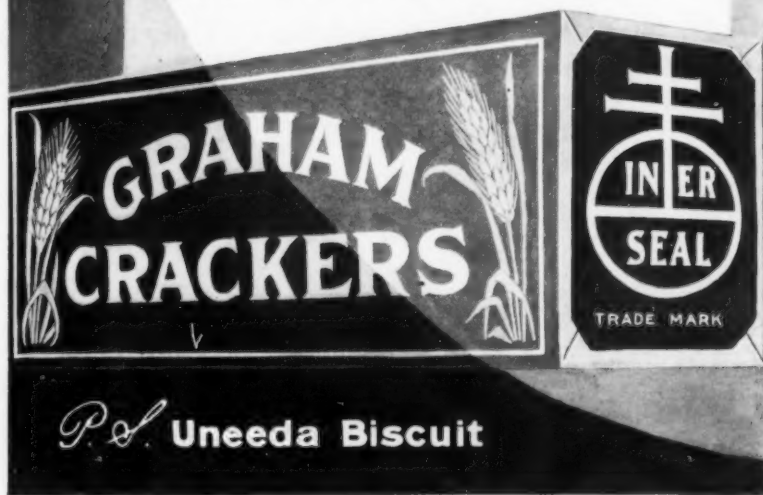
N. B. C. Graham Crackers are one of the world's best breakfast foods. Always fresh, always crisp, always light and wholesome, always ready to serve (no cooking) they offer a pleasing change from the foods usually served o'mornings.

Better still, by eating N. B. C. Graham Crackers for breakfast, with milk, you serve both health's and economy's sakes.

You eat just what your appetite craves—no more—no waste. Sweetened just enough in the making, no additional sugar is needed—so you help save sugar.

Tomorrow, as a breakfast food, try N. B. C. Graham Crackers and milk—hot or cold.

NATIONAL BISCUIT COMPANY



N.B.C. Oatmeal Crackers

Eat Them For Economy's Sake

Children, as well as grown-ups, appreciate a change in the menu now and then. Try N. B. C. Oatmeal Crackers for tomorrow's breakfast and see how the change is welcomed by the whole family.

N. B. C. Oatmeal Crackers are splendid as the morning cereal. They contain the full nutritive value of oatmeal in delightful form. They need no sweetening, so save sugar, no cooking, so are easy to serve.

N. B. C. Oatmeal Crackers are economical too. A few served with milk, cream or half and half are sufficient for most people. Many prefer the milk or cream hot, and they are truly delicious when eaten this way.

In winter time, especially, energy-creating foods are essential—foods that are appetizing and nourishing. N. B. C. Oatmeal Crackers are just such a food. They produce the heat units so much needed by the human body, they satisfy the appetite and help keep down the household expenses.

NATIONAL BISCUIT COMPANY



The Melting Pot

The Post Office Department is accused of paying \$1,175,000 above the contract price for envelopes. It replies that the added cost is to be charged to the consumer.

The American Federation of Labor has protested against the employment of women car conductors in New York City on the ground that there is no scarcity of labor.

Frederic C. Penfield, former Ambassador to Austria, says, "In my judgment 90% of the Austro-Hungarian workers in America will be law-abiding throughout the war."

Officers of the German navy seek assignments on submarines, as they are made heroes by the people. U-boat seamen receive five times as much as in other service.

The house in Joppa, Palestine, where St. Peter stayed with Simon the Tanner, is to be secured by the Church Army as a center for the care of British troops fighting in Palestine.

The oil, coal, lead, zinc, lumber, gold and silver operators from the West and other sections have protested against the excess profits tax law as a block to the progress of the war.

"A national food and fuel week" during which all factories shall take a holiday is suggested by Mr. J. Frank Howell, President of Consolidated Stock Exchange of New York.

The German Government has forbidden the circulation of a protest by German labor calling on working-people to leave the factories, and denouncing the war and the government.

The British Food Controller insists that soldiers in the field must have tobacco or suffer great discomfort. He says "Men would eat a great deal more if they did not have tobacco."

The British Government is constructing mills for the manufacture of oleomargarine to reduce the cost of living, while in this country it is subject to a heavy special tax to decrease its manufacture.

While gas meters throughout the city of Albany, N. Y., were frozen during the recent cold wave, the employees of the meter department of the gas company went on strike for increased wages.

A National Women's Prayer Battalion has been organized to get every woman with a son or relative in the Army or Navy to sign a covenant to join in a prayer-meeting at least once every two weeks.

An ordinary aeroplane, exclusive of the engine, has over two hundred separate pieces, besides over four thousand nails, three thousand screws, a thousand steel stampings and eight hundred forgings.

Colonel Roosevelt says that if he had been allowed to raise a division of troops to take to Europe one-third of the officers and men would not have been wholly or in part of German blood, but Americans and nothing else.

After every battle abroad salvage lorries go over the battlefields and bring back everything they can pick up. At Calais 25,000 pairs of shoes are remade every week, after they have been brought in from battlefields.

Last year 7500 murders were committed in the United States. The cities with the highest homicide record are Memphis, Atlanta, New Orleans, Nashville and Charleston, the five lowest—Newark, N. J., Providence, R. I., Rochester, N. Y., Milwaukee, Wis., and Reading, Pa.

Dr. Charles W. Eliot says the Government has harassed corporations for twenty-five years, but that events of the past eight months have shown that greater security of democratic government lies in them, as hundreds of men trained in great concerns have offered their services at Washington without compensation and without these services the Government would have been unable to meet the emergencies of war.

Let the people rule!

A Universal News Service

The Christian Science Monitor through its world-wide news gathering service records daily the constructive development of the human race. It publishes in detail the most significant happenings of world politics. It analyzes, classifies, and interprets world events editorially from an international view point. Its governing purpose in this period is to establish a better understanding between the progressive elements in human affairs, not only in America, but throughout the world.

The Christian Science Monitor is on general sale throughout the world at news stands, hotels and Christian Science reading-rooms at 3c a copy. A monthly trial subscription by mail anywhere in the world for 75c, a sample copy on request.

THE CHRISTIAN SCIENCE
PUBLISHING SOCIETY
BOSTON U. S. A.

Warning!

This year YOU must pay an Income Tax

Don't feel that the new income tax does not apply to you—you may be pretty sure it does.

Single persons with incomes of \$83.33 or more a month (\$1,000.00 or more a year) and married persons with incomes of \$166.66 or more a month (\$2,000.00 or more a year) must file a statement of this income with the Government. It is only the income above \$1000 and \$2000 which is taxed.

This statement must be filed on a form which the Internal Revenue Representative in your community has. To locate him, ask your employer, the Postmaster, or any Banker.

Get the necessary form at once. Your statement must be filed before March first and you must not neglect it—for two reasons:

First: it is your patriotic duty in helping to win the war.

Second: there are severe penalties to be visited upon you if you do.

This announcement is published by Leslie's Weekly to help the Government collect these taxes—and thus aid in winning the war.

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Watching the Nation's Business

By THOMAS F. LOGAN

Leslie's Weekly Bureau, Washington, D. C.

WILLIAM G. MCADOO, Director-General of Railroads, has a big advantage at the beginning of his new administration. He possesses the confidence of American railway presidents. It was McAdoo who had the courage to get the railroads the financial relief they required. And it was McAdoo who advocated the plan for compensation based on the average returns for the last three years. Moreover, he understands the railroad business. During his younger days he was counsel for the Richmond and Danville Railroad and later, as president of the New York and Jersey Railroad, built the Hudson River tunnel after others had failed. The Secretary of the Treasury has done more than handle with good judgment and real efficiency the financial problems developed by the war. It was he who had the foresight to plan and advocate the bill for the construction of the merchant fleet, which is now well under way. He has brought to the administration of railroads the prompt decision and resolute energy that made the Liberty Loans overwhelming successes. If he continues his good record he will, unquestionably, be the nominee of the Democratic party for President in 1920.

Will Senator Reed Explain?

SENATOR JAMES A. REED could satisfy considerable curiosity in Washington and elsewhere by explaining the reasons for his hostility to Herbert Hoover. The attitude of the gentleman from Missouri toward the head of the Food Administration throughout the Senate hearings has not been that of an investigator. His bearing has been more nearly that of a district attorney who substitutes persecution for prosecution. The Senate investigating committee, of which Reed is chairman, gave wide publicity to the charges of Claus Spreckels, president of the Federal Refining Company, that the sugar situation had been mishandled by the Food Administration, but refused to give Hoover a chance to answer these charges while they were fresh in the public mind. Hoover's reply, finally made public by the President of the United States, carries conviction and rings true. Any fair-minded observer of the operations of the Food Administration must admit that Hoover has accomplished definite results in spite of the extremely limited authority given him. The facts brought out in his reply to the Spreckels charges should have been given to the public as soon as the attack was made. The American nation is insistent in its demand for fair play. That is exactly what Herbert Hoover has not received from the Senate investigating committee.

A Tie in the House

IF the situation that now exists in Congress had occurred a few years ago the agitated cry of the politician would have been loud in the land. Today, few people seem to know that honors are exactly even between the Democrats and Republicans in the House of Representatives. Those who are aware of the tie do not appear interested. At the beginning of the present session the President's party controlled 214 seats in the lower house, but that number has gradually decreased. Representative Adamson, of Georgia, resigned to become a member of the Board of Appraisers in New York. Fitzgerald, of Brooklyn, retired from Congress to resume the practice of law. Bruckner and Griffin, both of New York, resigned to accept political appointments in their home state. Representative Bathrick, of Ohio, died just before the Christmas holidays.

Consequently, there are now exactly 209 Democrats and 209 Republicans in the southern wing of the Capitol. This tie may be broken by the resignation of Representative Hulbert, Democrat, of New York, to become Commissioner of Ferries and Docks in New York city. But even if the Republicans find themselves in the majority they will make no move to take advantage of the fact. Representative Mann is absent through illness, and no other Republican leader of a possible fight to take the speakership from Champ Clark is strong enough to command the independent votes. Moreover, the Republicans have everything to lose and nothing to gain by upsetting the President's control of the House at this session. Therefore, there may be presented the unprecedented spectacle of a majority, even if it is a majority of only one or two members, standing back to allow a minority to rule.

An Engineer Who Engineers

FOR the first time since America declared war against Germany the Shipping Board is forging ahead with a definite program mapped out and one man in supreme command. And, fortunately, absolute authority is now vested in an executive who knows how to do things and do them quickly. Edward Nash Hurley, who now directs the activities of the Emergency Fleet Corporation as well as the Shipping Board, was a locomotive engineer twenty-five years ago. He left his cab to become a salesman for a company that manufactured wheel packing. The young traveling man did not confine his activities to talking about his wares. He climbed under engines and showed superintendents and master mechanics how to get results. A few years later he developed a pneumatic tool and became a millionaire. But the head of the nation's ship program has not abandoned his early methods. He still gets down to his job and shows his subordinates how to get results. A few days ago he told members of a committee of the United States Senate that if the country fails to get ships now it will be because the head of the Shipping Board is inefficient. He has eliminated friction, slashed the red tape and lashed his helm for a long-delayed drive to defeat the U-boats. If it is a question of efficiency, as Hurley puts it, the Allies will get their ships.

Death's Toll in Congress

SENATOR FRANCIS G. NEWLANDS, of Nevada, is the eighth member of America's law-making body who has passed from public service since the Sixty-fifth Congress was convened in special session. Two of the eight were colleagues of Senator Newlands. Senator Harry Lane, of Oregon, died on May 23, and Senator Paul Husting, of Wisconsin, was accidentally shot on a hunting trip and succumbed to his injuries on October 21 last. Five members of the lower house were called by death last year. Representative Henry T. Helgeson, of North Dakota, died in April; Representative Daniel W. Comstock, of Indiana, in May; Representative Ebenezer J. Hill, of Connecticut, in September; Representative Charles Martin, of Illinois, in October, and Representative Ellsworth R. Bathrick, of Ohio, in December. Other Congresses have been notable for heavy death lists. Eight members of the Senate, alone, died during the three sessions of the Sixty-first Congress, from March, 1909, to March, 1911. The unprecedented volume of work put on Congress by war activities has played its part in the costly toll exacted by death.

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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph. D.

EDITOR'S NOTE. In this department will be found suggestions covering LESLIE's more important features, with special attention to its illustrations. As references will be made to earlier issues it is urged that a file of the magazine be kept by teachers and others who may wish to take advantage of these columns. A standard binder for this purpose will be supplied for \$1.50 by addressing this department.

THE COURSE OF THE WAR. See the Week of the War, p. 140, the two maps, pp. 111 and 140, and pictures Italy's Loss through Enemy's Eyes, p. 120. Those Who Fight and Those Who Talk in Russia, p. 124.

Four aspects of interest: Activity of submarines, Italian campaign, Western front, peace parleys. How important is the submarine question at the present time? How far have the Germans actually succeeded in their Italian campaign? Look up on a map the original line held by Italians and present one. The original line was a "line inherently full of danger." Why? Do the pictures on p. 120 convey a correct idea of what the drive really accomplished? What do you know of the man power of Italy? How many prisoners were taken in this effort? Where is Cividale? the Udine? Recall any other great invasions of Italy which penetrated to the Po valley and note how far they really shaped the course of Italy's history. What conclusions might be drawn by a comparison of these with the present invasion?

Is a great drive in the west by Germans probable? Why? Is Russia at present helping or hindering bringing the war to a successful close? With picture p. 124 before you what idea do you carry away as to those who are the talkers? What class do they represent? Look up the careers of Lenin and Trotsky before the revolution. Recall the history of the possession of Palestine by other nations. How large a part has it played in shaping world developments in the Christian era?

PROSPECTS OF PEACE: See article, Next Move is Germany's, p. 130; Peace Terms; American and British, p. 117. Map, p. 140. Before reading these articles reread President's Message, delivered, January 8 and Lloyd George's Speech, delivered, January 5. Arrange proposals in parallel columns, note how they apply to the shaded areas in the map. Who control these areas at present and how and when was that control secured? How far are the President and Mr. Lloyd George in agreement? What are the significant points of difference? Which offers the better program for a peace?

OUR ARMY AND NAVY AND THE WAR: Article on Admiral McGowan, p. 119; "Chow" for Samnay, p. 125. Why should Admiral McGowan be considered as one of the men who are winning the war? What ideas do you carry away as to the organization and kind of a task before our Navy Department? How does this department compare in efficiency with the War Department. (Supplement what is told here with newspaper clippings if possible.) Does this article prove anything with reference to the man behind the job? Sum up some of the business problems confronting the government in connection with the navy and the way they are handled.

FEEDING OUR SOLDIERS: What two businesses is Uncle Sam engaged in as shown in pictures, p. 125. Compare these pictures with the equipment and stores of private individuals. With the article on the Admiral in mind does Uncle Sam make a good business man? Why? Are these points arguments for government ownership? Argue the question: Resolved that Uncle Sam should undertake altogether the feeding of the people of the United States. How do the menus given here compare with

those of soldiers of your acquaintance in camp?

ACTIVITIES OF THE GOVERNMENT AT WASHINGTON: See article, p. 122, 136. Points of special interest: railroads under new director general, Congressional investigation of food control, progress of shipping board, plans of fuel administration, party lines in Congress. What is the basis for Mr. Logan's prophecy as to Mr. McAdoo. (Suggestion: write a stump speech nominating him for the presidency.) What has Mr. Hoover actually accomplished? Show the importance of the saving of fuel. Study the suggestions made and then write a paragraph pointing out how your family can do its "bit."

THE SCANDINAVIAN COUNTRIES AND THE WAR: Pictures, p. 123. Why "Norse" kings? What does the word suggest? What is apparently the form of government in these countries? Which have the greater power, the men in the upper or those in the middle picture? Why? What have these countries in common that they should stick together? Have they stuck together in the past? (See for their history since 1815, Hazen, Europe since 1815, Chap. xxvii.) How large a population do they represent? With what side would they be likely to ally if they should enter the war? Why? What would be your attitude if you were in their position? State in full, going into as much detail as possible. What special interest have these countries in Luther? What do you know about the strength of Lutheranism in Germany? What does Eisleben mean in the life of Luther?

MEN WITH MEDALS AND WITH SCARS: p. 121. What do these medals represent? Are they for services rendered? Look up the services of these two men to their respective countries and then show that they are or are not entitled to special recognition. Why are they represented together? Have they anything really in common? (See map, p. 140). Do they represent the same national type? What insight into their character do you gain from the picture? How old are they? How long have they ruled their respective countries. (On Ferdinand see Forbes, Toynbee, and others, The Balkans, pp. 60-78). What have the men in the lower picture done to deserve recognition? What is apparently being done for them? Do you know of anything else being done of a similar character in Germany or elsewhere? (See picture p. 142.) How big a problem do these mutilated men now represent?

FRIEND AND FOE IN SWITZERLAND: p. 142. Explain the presence of so many soldiers in Switzerland. How many nationalities are represented here? What part is Switzerland apparently playing in the war?

OPENING A NEW ERA: Article, p. 128. Judging from the picture what would you say was the capacity of these trucks? How has their trip to Washington solved "a serious problem of freight car shortage." How would this proposition affect your particular community? Is it a practical scheme for your community? Point out in detail the changes likely to follow. What route do you suppose these trucks took to reach Washington. (Note number of miles in trying to work out route on map.)

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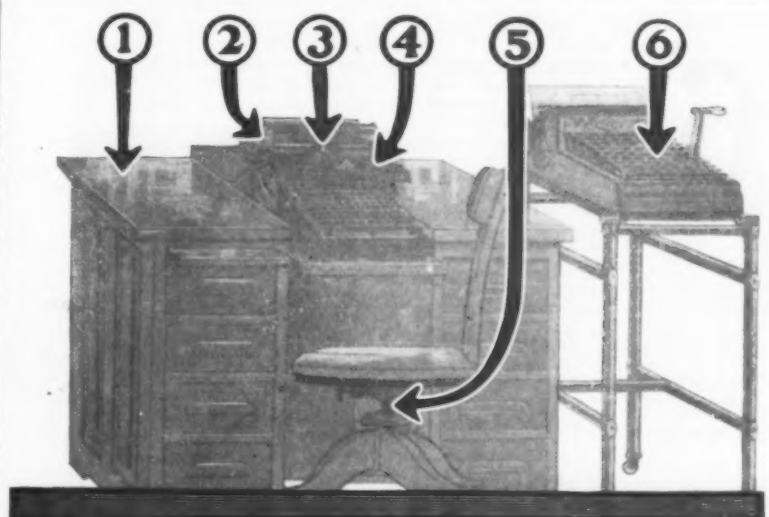
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THE LEZIUS PRINTING CO.
Cleveland, Ohio

Jasper's Hints to Money-Makers



NATIONALIZING THE RAILROADS

Director General William G. McAdoo and the board which is welding 250,000 miles of railroad into a national system. They are, from left to right, Julius Kruttschnitt, chairman of the executive board Southern Pacific; Howard Elliot, chairman board of directors Northern Pacific; Mr. McAdoo; Judge John B. Payne, of Chicago, general counsel of the Emergency Fleet Corporation and acting in the railroad conference as Mr. McAdoo's legal adviser; Samuel Rea, president of the Pennsylvania, and Hale Holden, president of the Chicago, Burlington and Quincy. Fairfax Harrison, president of the Southern and a member of the board, is not in the picture.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5. directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communication will not be answered.

A winner must have brains. "Lucky strikes" occur now and then, but they are the exception and not the rule. The winner is the man who can forecast events by training, experience or instinct. Somehow, he senses things in advance of their occurrence, and prepares himself accordingly. A man may pass a building where a fire smoulders and discover it by the smell of smoke and prevent a catastrophe. Perhaps a hundred have passed the same building without sensing the situation.

Lord Curzon once spoke of "an intelligent anticipation of events before they occur." It is this kind of intelligence that wins fortunes in Wall Street, that makes men successful in real estate deals, and in business operations of all kinds, that enables the workman to seek out the best job with the best chances for promotion. It is the foresight of the statesman that wins wars, creates commerce, upbuilds industries and thus establishes the foundations of national prosperity.

My friend, Paul Mack Whelan, in his interesting publication, *The Odd Lot Review*, sums up the situation in an axiomatic way when he says: "The United States is speculating on the future of the world and there is need for keeping the home fires of finance burning." And the Mayor of New York uttered a New Year thought worthy of the attention of my gifted and accomplished friend Mr. Frank A. Vanderlip, when Mr. Hylan said, "There is enough gloom in the world. Emphatically I do not believe in the artificial production of despondency."

"We can't fight the Kaiser and hard times," says that successful captain of industry, John N. Willys. He puts in concrete form the whole argument against Mr. Vanderlip's proposition to pull down the shutters on business and to limit everybody to the mere necessities of life. Mr. Willys says:

Any attempt to direct public purchases beyond this limit of war essentials might easily work a grievous hardship on many industries. If thousands of people were thrown out of employment a depression would be

created which might be reflected immediately in the public attitude toward the war. We cannot fight the Kaiser and hard times at the same time. We require prosperity in this country with which to win this war, if that prosperity does not interfere with the building of munitions. Is it not therefore wisest for us to follow the policy of filling the Government contracts with the utmost speed and keep the rest of our productivity going in accord with public demand, so that the vast army of the American people at home are in a position to support the Government with a spirit of optimism, and also with enough money to help market the bond issues which are coming up from time to time?

The ablest men in business, realizing that this war must close some day and precipitate, inevitably, a great commercial and industrial struggle for supremacy, are urging preparedness for peace with the same insistence that they did preparedness for war. All along the line, we hear their words of warning. They cannot be printed too often or too far and too wide. Mr. Warren C. King, speaking before the Manufacturers' Council of the New Jersey State Chamber of Commerce recently, said:

Today all manufacturing is necessary. There is no such thing as "non-essential." Some commodities may be non-essential in the sense that they are not absolutely necessary for war purposes; but if this great country is to maintain its position as the greatest manufacturing nation on earth, and be able to retain its commerce after the war, it can only do so by keeping its factories up to the fullest state of efficiency.

After the revolutionary change in the control of the railroad systems of this country, with the appointment of Mr. McAdoo as their dictator, the public was alarmed by the report that the passenger service of the country would at once be crippled, but with that common sense which has brought him his wonderful success and promotion from the humble ranks of labor, to the head of the great New York Central Railroad system, Mr. A. H. Smith, Mr. McAdoo's assistant, promptly made it known that no sudden or radical withdrawal of railroad trains was contemplated by Mr. McAdoo and that the orders of the latter were "to reduce passenger service only to the extent that movement of freight might thereby be expedited."

Conscription of Big Business by the Government and the commandeering of big industries as well as of the railroads goes on apace and with it naturally comes the removal of the Government's heavy hand of restriction upon Big Business and the railroads. The Clayton Anti-Trust Law is to be modified to enable the railroads to pool their earnings. The Sherman Anti-Trust Law is to be modified to

(Continued on page 139)

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The Federal Farm Loan Jasper's Hints to Money-Makers

(Continued from page 138)

A STRIKING instance of ill-considered legislation is afforded in the Federal Farm Loan Act, designed to give financial aid to farmers who need to borrow money. Thus far the act in its operation has proved well nigh a failure. With applications for loans aggregating \$220,000,000, the twelve Federal Land Banks had up to December 1, 1917, approved loans amounting to \$105,000,000, but only about \$30,000,000 had been actually paid to applicants. The banks were expected to raise money for loaning purposes by sale of bonds for which farm mortgages would be security. But the financial readjustments caused by the war, the large Liberty Loans, the more attractive returns from stocks and bonds procurable at bargain prices, worked against the sale of the Federal Farm Loan issues. Capital which otherwise might have been invested in them was diverted elsewhere. It is said that \$1,000,000,000 of farm mortgage loans in the hands of private investors, insurance and trust companies, will be called this year, and many of the mortgagors will be unable to pay unless the Farm Loan Board comes to the rescue. The latter confessed its inability to dispose of bonds to the public and applied to the Government to buy \$200,000,000 of the bonds. Congress has passed an act authorizing the Treasury to take only \$100,000,000. Unless the Board can make a successful sale of its bonds, its coffers will soon be empty again.

The plan was intended to supply money to farmers at lower rates of interest than prevailed in some sections and to grant them long-time loans. The expediency of the new system was seriously questioned before it was put on trial. Existing loan agencies appeared to be adequate to all the just demands of the situation. Insurance companies, too, were loaning immense sums at 5 per cent, which was the interest rate fixed by the Board. The Government appeared to be unnecessarily interfering with the legitimate business of farm mortgage bankers.

The Farm Loan bonds bear 4½ per cent. interest, are tax-exempt, and as they have been issued under the fostering care of the Government, though not as its direct obligation, it was supposed that they would to some extent be rivals to the Liberty Loans. But the Liberty Loan tank crushed down all opposition. One reason for the plan's failure is no doubt the fact that it lacked experienced managers. The relief urgently sought by the farmer has too frequently been delayed.

The Farm Loan Board has considered the raising of interest rates on both mortgages and bonds. This would militate against the farmer and is not likely to make the system more popular or more profitable. The Farm Loan Bonds will with difficulty compete with high-grade bonds on the general list now selling at prices so low that their generous yields more than make up for any possible taxation. Good farm mortgage bonds of the old type are holding their own well.

W. TRENTON, NEW JERSEY: While actual repudiation of the Russian Loans is unthinkable, the unsettled condition of affairs in Russia, the irresponsibility of the Bolshevik government and its threat to repudiate the nation's debt add to the speculative risks in purchasing Russian bonds. You would have greater peace of mind if you bought American issues of the better class, or the bonds of Britain and France.

B. OMAHA, NEBRASKA: The safest security on earth is of course a Liberty Bond. Among other safe high-grade bonds are N. Y. City 4½%; So. Pac. first and ref. 4½%; U. P. first and ref. mtg. 4½%; Atchison gen. 4½%; Atlantic Coast Line first 4½%; American Smelting & Ref. Mtg. 5½%; Beth. Steel first lien and ref. 5½%; U. S. Steel N. Y. Telephone first and gen. mtg. 4½%; and American Foreign Securities 5½%. Good real estate and farm mortgage bonds also may be bought with confidence.

L. ERIE, PENNSYLVANIA: Among the attractive new public utility issues are the first lien 7½% two-year bonds of the Toledo Traction, Light and Power Company. They aggregate \$10,500,000 and are in the denomination \$1000. The company agrees to pay the normal Federal income tax and the Pennsylvania four-mills tax. The company's income is more than twice the interest on its bonds. It serves a population of 300,000 including Toledo. The bonds are quoted at 98½%, to yield 7.82%.

permit Big Business to engage in the export trade in competition with foreigners after the war is over. The pending suits against the corporations under the Sherman Law, with one exception, have all been put over by the United States Supreme Court, in spite of the protests of some of them against this action, for they are ready to meet the situation and to know the worst. Right in this line comes the appeal from Governor McCall in his inaugural that the street railways "should be permitted for their service a rate of fare which will pay the fair cost of rendering it."

The attitude of the public toward our great corporations is changing and the attitude of the corporations toward the public is changing, too, for I note that President Smith of the Louisville and Nashville Railroad, a veteran railway administrator, recently admitted with the utmost frankness the liability of his company for damages resulting from a serious accident on the line. He asked the sufferers to present their claims at once for adjudication. Stockholders are taking a greater interest in the affairs of their corporations. A noticeable evidence of this was the attendance of several thousand stockholders of the Firestone Tire and Rubber Co., at the recent annual meeting at Akron, Ohio.

Talking about "a new social order," perhaps we are having a new order of things generally in business, trade and finance. Let us not forget with all this that the first and prime necessity is to see that the shops are busy, the payrolls promptly met, the wage earners rendered happy. This is impossible unless capital is fully employed at adequate compensation for the risks of business.

Tersely, concisely, and logically expressed, is the conclusion of Mr. W. S. Farrant, of Grand Rapids, when he says: "It is not the saved money that Washington needs to win this war. It is the speeded up profits on increased business." This is what I have tried to say in this department, but I have not expressed myself so clearly. Mr. Farrant adds, with equal lucidity, that "the attitude that is being taken in this country seems in a great many cases to be that business should quit when war is declared, and we should attempt to win the war with what money we had when war was declared, and not attempt to make any more money until the war is over." I particularly commend this logical statement to the consideration of my good friend, Frank A. Vanderlip. He may make an application of it in connection with the business of his great bank.

The stock market reflects the alternating phases of peace and war. The fundamentals are sound and the strength of the market is justified by existing conditions and will be justified until these have been upset by the folly of our legislators—the standing menace to prosperity.

The rapid rise in the railroad and industrial shares which followed the President's action regarding the railroads and his proposal to give them "fair and reasonable compensation" is a forecast of what will follow in the bond market, especially in the foreign bond market, on the assurance of peace.

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C. SOUTH BEND, IND.: While Goodrich common is on a 4 per cent. basis it cannot be called a seasoned dividend payer. The company reports increasing earnings but the effect of war taxes remains to be seen.

C. OXFORD, N.H.: Brown Shoe Common is on a 6 per cent. basis and the company reports large earnings. Cities preferred is a good business man's investment. Steel common, Southern Pac., Atchison and Anglo-French 3's are well regarded.

(Continued on page 140)



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A Week of the War

By HENRY FARRAND GRIFFIN

Over 6,000,000 Tons of Shipping Lost in 1917

THE continued seriousness of the submarine menace will, perhaps, be better understood when it is stated that a conservative estimate of the total Allied and neutral shipping losses in 1917 will run well over 6,000,000 tons. We realize now that if we are to furnish our Allies absolutely necessary food supplies we can not possibly send to Europe and maintain there in 1918 all of the troops we have already called to the colors in the United States. How many men we expect to place on the fighting line or in reserve in France during 1918 is naturally a subject upon which information is withheld. But we do know that we could send more troops if we had more ships. And every day makes it clearer that our shipbuilding program to date has been very far from measuring up to expectations. Meanwhile the submarine losses continue heavy despite the most energetic activities of the American and British navies. Even the Germans have now probably given up hope of starving England into submission, but they realize very clearly that the submarine is a weapon that counts in the fighting on the western front more effectively than many army corps. Popular opinion in this country seems to regard the submarine campaign as a peril that has been passed and mastered. This is very far from the truth, and the misconception is exceedingly dangerous because it may retard the necessary driving motive behind our shipbuilding program. While there is no reason for hysterical alarm, we do not want to lose sight of the fact that the submarine menace is extremely serious and is likely to continue serious as long as the war lasts.

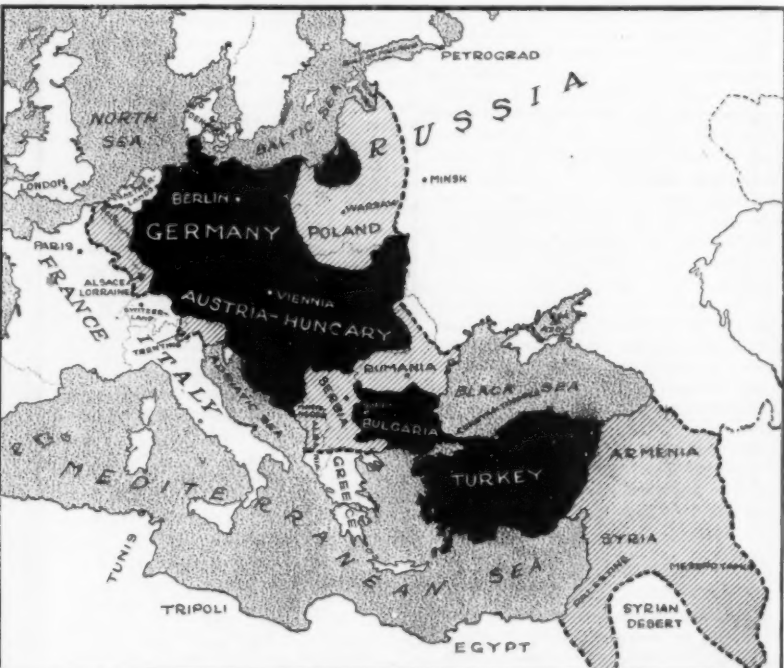
Winter Snows Halt Drive Against Italy

THE Austro-German offensive from the Trentino appears to have been definitely checked, partly by the stiffening of the Italian line

due to the arrival of French and British reinforcements, partly by the setting in of winter with deep snow drifting through real the mountain passes. Thus one of the most dangerous of the numerous German offensives undertaken with combined military and political objectives ends in relative failure. Italy has suffered great losses in men, artillery, territory and morale—but Italy is still in the war. Far from dividing the Italian people by the threat of annihilation, far from forcing Italy to sue for a separate peace, the latest German offensive has resulted in uniting all factions for the common defense.

Along the western front in France and Flanders there has been intermittent artillery activity accompanied by French raiding, air-fighting and other local operations. Up to this writing

the weather conditions have been too bad to permit any major offensive operations by either side. The leaders of the Allied peoples continue to warn them that a great German offensive is impending in the west, and it is difficult to say how much of such talk is for political effect and how much based upon genuine apprehension. If the present peace conference between the Russians and Germans ends in a settlement that will permit Germany to continue the withdrawal of troops from the east, we shall doubtless see a big German drive in the west before American troops are able to take their stand in really considerable numbers at the front. But the time is likely to depend largely upon weather conditions.



Mitteleuropa, Germany's dream of conquest, must not be, says President Wilson. He pledges the United States to block the Kaiser's territorial ambitions.

Jasper's Hints to Money-Makers

(Continued from page 139)

M. WAYCROSS, GA.: I have no quotations of the stock of American Textile Woolen Company. It is paying 8 per cent. and seems to be a fair business man's investment. Cherokee Oil Company stock, quoted at 75c bid 87½c asked, is highly speculative.

B. KANKAKEE, ILL.: Although it is higher than the price you name Sinclair Oil is a fair purchase. It is said to be earning at the rate of about \$10 per share, with earnings increasing. Its total surplus was about \$3,800,000 on June 30 last and is now larger. Texas Company looks more desirable.

B. SIDNEY, OHIO. It is always well to diversify investments. I would add to your list C. F. & L. R. I. preferred and U. B. & P. I have frequently stated that the Elgin Motor Car Corporation has not reached the dividend-payment point. This is a good time to purchase the best established dividend-paying motor stocks.

S. NEW YORK CITY. The market price of Magna Copper is too high for its present dividend. The mine is said to be one of the best and there are expectations of higher returns. For a business man Willys-Overland common is a fair purchase and the preferred better. I do not advise the purchase of cheap oil stocks. Better get dividend paying shares, like Texas Co., Midwest Refining, Anglo-American, or Houston Oil preferred. New York, January 19, 1918.

FREE BOOKLETS FOR INVESTORS

An interesting new investment list, issued by L. R. Letroble & Co., 111 Broadway, New York, shows earnings of leading issues in 1916 and 1917 in some instances, exceeded recent market prices. To obtain this list write for free circular L-4, "Partial Payment Plan."

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such an authoritative interpreter of conditions as "The Bache Review," which also suggests investments. Copies mailed free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Although they use their own judgment finally, shrewd investors are glad to obtain opinions of unbiased and reliable specialists. Any investor will be helped in protecting his position by consulting Wall Street Letter A-24, sent free by Sheldon, Dawson, Lyon & Company, members N. Y. Stock Exchange, 42 Broadway, New York.

Chances of getting stocks and bonds at low figures are offered today. The wise investor will diversify his purchases. A useful guide in this matter is found in "Investment Opportunities," issued by Slatery & Co., Inc., 40 Exchange Place, New York, and supplied free, with "Twenty Payment Booklet," to all asking for 58-D.

Among the best-regarded public utility investments are the securities issued by the Byllesby managed electric and gas companies, which yield exceptional returns at current prices. The properties serve more than 360 communities. For complete details regarding the opportunities they offer send for free investment circular L-54, to H. M. Byllesby & Co., 294 So. LaSalle St., Chicago, or 1204 Trinity Bldg., New York.

The first mortgage bonds safeguarded under the Straus plan are among the most popular investments. They are well secured, come in denominations of \$1000 and \$500 and bear 6 per cent. interest. They are distributed by a house which has been doing business for 36 years without loss to any investor. For full particulars write for free circular A-808 to S. W. Straus & Co., 130 Broadway, New York, and Straus Bldg., Chicago.

Business men and financiers are all anxious to know "what's coming." To them there should be vital interest in Babson's investment bulletin, "The Outlook for 1918," which discusses the extraordinary conditions of the stock and bond markets here and abroad. This bulletin will be sent free to investors and bankers who address Dept. K-15 of Babson's Statistical Organization, Wellesley Hills, Mass., the world's leading organization of its kind. The great decline in bonds of the highest character

has put many of them on the bargain counter. A useful pamphlet, prepared by the National City Company, National City Bank Bldg., New York, shows the wide difference in January, 1917, and December, 1917, prices of numerous standard bonds. The information is given in tabulated and chart form. A copy of this valuable Price Comparison may be had free on request to the company for pamphlet L-79.

Ample security and good returns are promised by the Mercantile Trust Company of St. Louis, a member of the Federal Reserve Bank, for the first mortgage real estate serial notes in which it deals. The notes are based on improved property and bear 5, 5½ and 6 per cent. interest. The purchaser may invest \$500 for multiples thereof, may choose maturities and diversify investments. The company will send to any applicant its free current investment list No. 100.

Thousands of thrifty men and women are taking advantage of the low prices at which first-class securities can now be bought. Attractive issues can be obtained in odd lots, from one share up. To get posted on the opportunities send for free circular M-4, "Partial Payment Suggestions," to John Muir & Co., specialists in odd lots, and members N. Y. Stock Exchange, 61 Broadway, New York. The firm will also mail "The Spread of American Thrift," a decidedly good booklet by John Muir, showing how the Liberty Loans are making of Americans a bond-holding nation.

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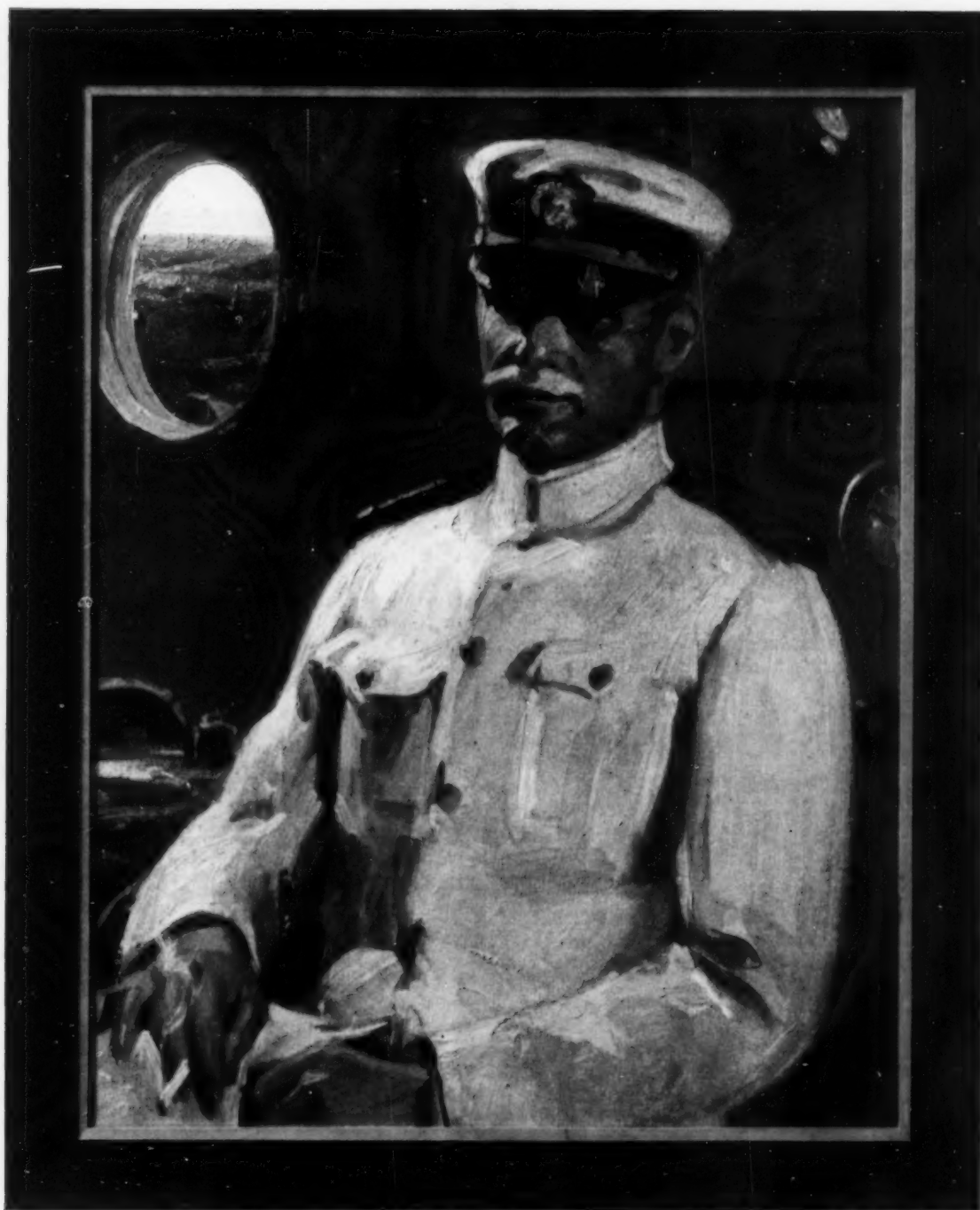
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